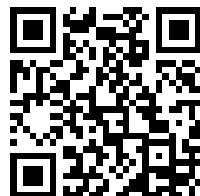

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ERECTED BY THE OFFICERS
NON-COMMISSIONED OFFICERS & MEN OF
THE 2ND/1ST SURREY (Q.M.R.) YEOMANRY
IN AFFECTIONATE MEMORY OF
COLONEL H. M. FISHER-ROWE, C.B.E., D.L.
WHO RAISED THE REGIMENT IN DORKING
AND COMMANDED IT FOR THE PERIOD
OF THE GREAT WAR. 1914 - 1918
DIED 18TH JANUARY 1938

Phil Sone.

on time M/O: second request

S.Y. (G.A.R.)

▲

**THE HISTORY AND WAR RECORDS
OF THE
SURREY (Q.M.R.) YEOMANRY
1797-1928**

BATTLE HONOURS

**(officially allowed)*

**"YPRES 1915"—"FRANCE & FLANDERS 1915"
"EGYPT 1915"—"STRUMA"—"MACEDONIA 1916-18"**

***N.B.—Others were claimed by the Regiment, but were disallowed, as only one squadron was present at the time, thus "C" squadron's excellent work at the DARDANELLES (1915), on the SOMME (France 1916-1918), and in ITALY 1918 has been passed over.**

1914—19

To The
Glorious Memory
OF THE OFFICERS, NON-
COMMISSIONED OFFICERS, AND
MEN OF THE SURREY (Q.M.R.) YEOMANRY,
WHO GAVE THEIR LIVES FOR THE GREAT CAUSE
OF FREEDOM, ON ACTIVE SERVICE IN FRANCE, BELGIUM,
ITALY, EGYPT, GALLIPOLI AND SALONICA,
THIS VOLUME IS DEDICATED.

“Dulce et decorum est pro patriâ mori.”



Sketch by Lieut. F. A. Stewart.

“A” and “B” Squadrons, Surrey Yeomanry, galloping into action under heavy shell fire
Attack on the *Blaga Planina*, Salonica Front.

THE HISTORY AND WAR RECORDS
OF THE
SURREY YEOMANRY
(QUEEN MARY'S REGT).
1797-1928

With Numerous Photographic Illustrations, Sketches, Maps, etc.

WRITTEN & COMPILED BY
E. D. HARRISON-AINSWORTH
(late Q.V.R. Mounted Infantry, and Surrey Yeomanry).

With the sanction, and under the distinguished Patronage of.—
His Most Honorable The Earl of MIDLETON, P.C., K.P., J.P., D.L. (late
War Minister), Hon. Colonel of the Regiment.

Also of
HARD ASHCOMBE, C.B., T.D., H.M.'s Lieutenant for the County of
Surrey, Late Lieut.-Colonel Commanding the Surrey "Imperial Yeomanry"
(1901-7.), also T.F. Regt. to 1912.



A PRIVATE SUBSCRIPTION WORK

Printed for the Regimental Committee by
MESSRS. C. & E. LAYTON, 56, FARRINGDON ST., LONDON, E.C.
For an Extra Edition, published for the Trade only, apply:—
E. J. LARBY, LTD., 30, PATERNOSTER ROW, LONDON, E.C.

1928



Figure 1. A steep, rocky cliff face covered in patches of vegetation.

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AUTHOR'S INTRODUCTION.

UNLIKE many "Regimental Histories" or "War Books," this volume makes no attempt at recapitulating in extenso, or criticising the operations in the various Theatres of War, that units of the Surrey (Q.M.R.) Yeomanry took part in. In the several hundred pages dealing with the doings of this Regiment, it has been the aim of those responsible, as far as possible, to produce a story—a human link with the past, if you will, that recalls to all those intimately concerned, their families and friends, the part the Surrey Yeomanry have played, not only in "piping times of peace," but during the Great War with its accompanying hardships.

By this it is intended to convey (in the words of a famous dramatist), that "An otherwise bald and unconvincing narrative" will not suffice for this Regiment's manifold experiences, and by the aid and help in many ways of past and present officers and O.R., the Editor hopes he has contrived to bring before the public a story of more than ordinary interest, and one that will delight past and present members of the good old Regiment, of whatever rank.

In ordinary circumstances to write the history of a particular Regiment, however old, is no light task, and when such an account, as in this case, has to include the individual doings of different squadrons, entirely separated at times as they were by the exigencies of the late War, on several different fronts, and, moreover, covering a period of more than four years' overseas "Active Service" (1914-19), it is a matter of no small magnitude. Nevertheless, although somewhat late in the day, maybe, an attempt has been made in the following narrative to piece together the rather intricate but unusually interesting experiences of the Regiment in France, Flanders, Italy, Russia, Gallipoli, Salonica and Egypt, where the first line Regiment—firstly as Divisional Cavalry to Regular Divisions, and later on forming two squadrons towards a Corps Cavalry Regiment, and subsequently part of the 7th Mounted Brigade in Salonica—had the rare experience of serving on actually six different fronts! Bearing in mind, therefore, their many "travels" during these four years, the life of the different

squadrons might indeed be likened to those of the Roman Legions which were left, so we read, for long periods on the outskirts of Empire. It has been decided, therefore, to treat their wanderings during the Great War in four parts, of several chapters each, and following Part 1.

PART 1.—The Origin of Yeomanry; and Founding and Past History of the Regiment.

PART 2.—1st line Regt. units (A & B Squadrons) serving in France and Flanders, 1914-15.

PART 3.—1st line Regt. units (" C " Squadron) serving in Egypt and Gallipoli, 1915-16, and in France, Italy and Germany, 1916-19.

PART 4.—1st line Regt. units (A & B Squadrons) serving in Salonica, 1915-18, and Russia (Caucasus), 1919.

PART 5.—The Raising, Training, and subsequent doings of the 2nd and 3rd line Regiments.

APPENDICES.—Including Index of decorations and awards, etc.

Unlike other branches of the Services, almost the entire Cavalry on the Western front, with the exception of those " Old Contemptibles " who were scarcely ever out of the saddle for a fortnight, during the wonderful rearguard actions on the Retreat of Mons, were perforce—owing to existing War conditions then prevailing—compelled, although still retaining their horses in most cases, to adopt various rôles of more or less inactivity during the first few months, except when they had on occasion to take their " turns in the trenches " with the infantry, when the " line " was sorely pressed for trained reinforcements, or they were employed digging trenches, road repairing, etc. Never very far away, in ordinary circumstances, from the actual fighting line, and more often than not with their horse-lines in exposed open fields which, owing to the terrible weather conditions usually prevailing on the Western front, were always a veritable quagmire, officers and men had the galling experience for months on end of suffering most of the hardships of war, without much chance of proving their fighting worth and quality. It may be that their comrades in the trenches often envied them their comparative immunity from danger behind

the line, but also as it is doubtless a true saying that "one half of the world does not know how the other half lives," it would be equally true to say that the much overworked infantry, despite their terrible privations and dangers, had little idea of the hardships of the "horse-soldiers," both Regular and Territorial, who "stuck it out" with the best of them for the *Great Cause*, and were ready in any emergency to "do their bit," whatever the danger, and however irksome or disagreeable.

The Cavalryman's first care and thought is for his horse, and nobody, except those who have lived and "roughed it" side by side with them, particularly on active service, can have any conception of the constant care and attention—nay—almost devotion, they require. It was, let it be understood then, no "cushy" job at any time with Cavalry units, either in the mud fields of the Western front, or in the sweltering heat and dust of Egypt, Africa (E. and W.), and Salonica, and, as will be gathered from the following narrative, the losses of both horses and men from sickness and fever alone (often mainly due to exposure and privation), were particularly heavy.

The Surrey (Queen Mary's Regiment) Yeomanry, T.F., were one of the first mounted Territorial Regiments to receive the honour, in place of Regular Cavalry, of being selected to act in the capacity of Divisional Cavalry—by Squadrons—to "Pukka" Regular Divisions of the British Army, viz., the 27th and 28th Divisions of Ypres Salient fame; also the 29th Division of Dardanelles renown, "A" Squadron (Major Calvert), who were attached to the 27th Division, actually landing in France as early as December, 1914, and having the doubtful privilege of spending their first Christmas Day on active service, within a few miles of the trenches at Ypres (being billeted first of all at Wallon Capell), their main occupation at first being mounted police duties on the congested roads leading to the trenches, and supplying mounted orderlies, escorts, etc., in this delectable neighbourhood. It might be of interest to note here that the Surreys were actually the sixth Yeomanry Regiment to proceed on active service overseas, closely following the Essex Yeomanry, of whom they saw a good deal around Ypres in 1915. "B" Squadron (Major Borwick), attached 28th Division, left England shortly afterwards, sailing from Southampton on

January 17, 1915, and reaching Le Havre the next day, they proceeded by rail to farm billets in the War Zone at Petit sec Bois—between Hazebrouck and Strazeele—where they had a fortnight's "training," parties of officers and N.C.O.'s also visiting the trenches. This Squadron eventually proceeded by line of march with the whole Division—some 18,000 strong—to the Ypres sector (extending some nine miles in toto, it is remembered!) via Ballieul and Locre to fresh billets on the outskirts of Poperinghe, adjoining the main Ypres-Vlamertinghe Road, and which is principally remembered for the glutinous consistency of its mud, but which later faded into comparative insignificance when "pastures new" were visited.

"C" Squadron (Major Bonsor) were attached to the now famous 29th Division who were due to leave for France on February 22, 1915, but the powers that be, at the last moment apparently realising the obvious necessity of at least one fully trained English Regular Division, for their hazardous and daring attempt on the Gallipoli Peninsula, diverted them at the eleventh hour, and the Surrey men, somewhat disconsolate at not following their comrades, found themselves instead at Stratford-on-Avon, where the Division was ordered to concentrate under "Sealed Orders," and did not prepare to start (for Lemnos—en route for the Dardanelles) until March 16.

The subsequent chapters will deal, in the main, with the adventures and experiences of these three Squadrons overseas, and their numerous drafts (supplied by the Depot and the new 2nd and 3rd line Regiments). The Editor offers his thanks for the helpful collaboration and data, etc., supplied by numerous officers and other ranks, without which this volume would have been impossible.

The beautiful sketches included, which show so graphically and with such accuracy of detail, various incidents on the Salonica front, are the work of Lieut. F. A. Stewart, the well-known artist (and natural successor to the late Caton-Woodville—when depicting cavalry or M.I. in action), who served there with the Regiment, and also has kindly permitted their publication.

E. D. HARRISON-AINSWORTH.

(*Editor and Compiler.*)

GENERAL EDITOR'S PREFACE

THE general idea and purport of this volume having been outlined in the Author's Introduction, it remains for me to add, as the officer commanding the Surrey Batteries of the 98th Brigade, that the doings of Surrey Yeomen for more than a century past will, it is hoped, fill a long felt demand, and one which will be read with interest, not only by past and present officers and other ranks, but by the public also, and certainly by enthusiasts in the history of the county of Surrey. The general doings of the Yeomanry and Regular Cavalry as a body, have not so far received the prominence in print which is their due, most of their real mounted work being in distant theatres of War, often in the desert or out-of-the-way fronts.

The public probably have the idea that the role of Cavalry during the late War was and still is of minor importance, an idea which it is hoped these pages will assist to dispel. Whether in France, Egypt, Salonica or Palestine, the mounted branches of the services had in many cases more than their full share of work, hardships and fighting, and in the first three the Surrey Yeomanry took their part with credit.

F. G. D. COLMAN, *Major.*

Commanding Surrey Batteries, 98th (Queen Mary's Brigade, Royal Artillery, T.F.) late " A " and " B " and " C " Squadrons, Surrey Yeomanry.

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PART I.

1

HON. COLONEL OF THE REGIMENT.



RIGHT HON. THE EARL OF MIDDLETON
(Late Secretary of State for War),
who re-organized the Yeomanry force and was the instigator of the
re-forming in 1901 of the present Surrey Yeomanry.

THE HISTORY AND RECORDS OF THE SURREY (Q.M.R.) YEOMANRY

CHAPTER I.

THE ORIGIN OF YEOMANRY.

THE ORIGIN OF THE PAST HISTORY OF THE REGIMENT

As most people have only a hazy idea of the inception of the Yeomanry as a regiment, we believe it will be of interest to start this book with a few authentic facts, gathered from various sources.

The original Yeomanry were created as far back as 1761, but not as separate regiments until 1794 on a county basis; being organized in the same manner, the force consisted of "hangers and "Yeomen," the term "Yeoman" being originally used in the 15th and 16th centuries and denoting a small freeholder and a milke providing three or four cows. Under the stimulus of the French war, then a commingling was ordered, but it did not become fully crystallized until after when more cavalry were needed, the "Provisional Militia Act" was passed, whereby a kind of "Knight Service" was established, viz.: Every owner of 10 horses had to find and supply a horseman, and all who owned less than 10, "grouped by tens of horses," supplied finding one. But an amending Act was soon passed, by which Yeomanry-Cavalry could be substituted by "Provisional Cavalry," in each county quota. This gave great stimulus to Yeomanry recruiting, as similar enactments had done in the case of Infantry Volunteers; even so, the "Provisional

HON. COLONEL OF THE REGIMENT.



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THE HISTORY AND RECORDS OF THE SURREY (Q.M.R.) YEOMANRY

CHAPTER I.

THE ORIGIN OF YEOMANRY.

FOUNDING AND PAST HISTORY OF THE REGIMENT.

AS most people have only a hazy idea of the inception of the Yeomanry movement, we believe it will be of interest to start this book with a few authentic facts, gathered from various reliable sources.

The original Yeomanry were created as far back as 1761, but not properly organised until 1794 on a county basis ; being officered by the county gentry, the force consisted of farmers and "Yeomen," the term "Yeoman" being originally used in the 15th and 16th centuries and denoting a small freeholder, and all alike providing their own horses. Under the stimulus of the French war then prevailing, recruiting was easy, and 5,000 men were quickly enrolled. A little later when more cavalry were needed, the "Provisional Cavalry Act" was passed, whereby a kind of "Knight-Service" was established, viz. : Every owner of 10 horses had to find and equip a horseman, and all who owned less than 10, "grouped by tens of horses," similarly finding one. But an amending Act was soon passed, by which YEOMANRY-Cavalry could be substituted by "Provisional Cavalry," in each county quota. This gave great stimulus to Yeomanry recruiting, as similar enactments had done in the case of Infantry Volunteers ; even so, the "Provisional

Cavalry " which was embodied only in counties that did not supply the quota in Yeomanry Cavalry, was stronger than the Yeomanry at the Peace of Amiens. At that Peace, partly with a view to preserving internal order, and also because of the probable renewal of the French war, the Yeomanry-Cavalry were retained, although the "Provisional Cavalry" were disbanded. There was thus a nucleus for expansion when Napoleon's threatened invasion (1803-5) called out the defensive powers of the country, and as early as December, 1803, there were in England, Scotland and Ireland, 44,000 Yeomen. At the same time the limitations as to "Place of Service"—(some undertaking to serve in any part of Great Britain, some within a specified military district; but most only in their own county)—were abolished.

The unit of organisation was the TROOP of 80-100, but most of the force was grouped in Regiments of five or more "Troops"—or in "Corps" of three or four troops. A permanent paid adjutant and staff-sergeants were allowed to "corps" and regiments, but no assistance was given in the shape of officers in the active list, and "serving" N.C.O.'s of the Army and militia. Equipment, supply and mobilization arrangements were purely *regimental*, and through all the war years most of the troops and squadrons were ready to take the field with equipment, food and forage, complete at a day's notice. They were trained as "light cavalry," being armed with "sabre and pistol"—(Note.—"A" and "B" squadron of the Surrey Yeomanry on the Salonica front, also had a service-revolver added to their "arms," it being found *more handy* "on patrol" in the scrub and hill country there.—ED.)—but a few Town Corps had "mounted riflemen," and several both in town and city had one or more dismounted troops, who we are told "were carried on vehicles" similar to the "Expedition or Military Fly," pictured by Rowlandson. . . . (Note.—Another case of history repeating itself, *i.e.*, conveying troops by motor-bus to communication trenches on the Western Front during the late war, also "Mechanical Transport" of artillery units in recent (1927) manoeuvres.—ED.)

From the times of Chartism until the South African War (1899–1902) the history of the Yeomanry is uneventful;—the strength of the force gradually sank to only 10,000, but when it became apparent that Mounted Troops would once again play a decisive part against the Boers, the Yeomanry again came to the front, and of the 10,000 then serving, as large a proportion as 3,000 immediately volunteered for active service overseas, and helped to form new “Battalions of Imperial Yeomanry,” armed and organized purely as MOUNTED RIFLES; and to this were very soon added over 32,000 fresh men, for whom the Yeomanry organizations at home and at the seat of war, providing the cadres and training, while the Home Yeomanry not only filled up its gaps, but also expanded. (Note.—Mounted Infantry Companies, or Detachments, also being added to several well-known Volunteer Battalions, and being very popular.—ED.)

In 1901, the Yeomanry (now styled “Imperial Yeomanry”) was remodelled and the strength of Regiments was equalized on a four-squadron basis. In the prevailing conditions, practically all regiments were able to recruit up to the increased establishment, and the strength of the force was more than trebled!

Fresh regiments were formed, some in the towns, others on the nucleus of special corps, disbanded at the close of the South African War, among them being The Surrey Yeomanry, who were re-formed or “banded together,” instead of being in isolated troops or squadrons, with various titles, as before.

In 1907 the Yeomanry became therefore an integral part of the new “Territorial” force, the actual *establishment* on April 1st, 1910, being: officers—1,345, and other ranks—24,766; and the “*strength*”—officers—1,193, and other ranks—24,219, giving some idea of their popularity just before the Great War. “The Second line”—(T.F.)—army then included 14 mixed mounted brigades as “Protective Cavalry.”

Though the existing Regiment did not come into being until 1901, the earlier history of the Surrey Yeomanry, consisting of scattered or independent “Troops,” in various

parts of the county, and its environments, are traceable in fact as far back as May, 1797, when we are told the "Surrey Yeomanry-Cavalry were inspected by King George III. on Wimbledon Common," and in June of the same year, they "Kept the ground, during the King's inspection of the *Light Horse Volunteers*." (Many individual "Troops" called themselves "Light Horse." Thus we find the "Wimbledon Light Horse" commanded by one Capt. B. Paterson, formed a "Troop" of Surrey Yeomanry of the period.—Ed.)

Likewise "On June 4th, 1799, the King's Birthday, the Surrey Yeomanry-Cavalry together with Troops of Southwark and Lambeth Cavalry took part with other Volunteer corps, in the march past His Majesty the King in Hyde Park"; and "in June, 1814, during the visit to London of the Emperor of Russia and the King of Prussia—accompanied by Blucher, Platow, and other renowned leaders of the Allied Armies—the Surrey Yeomanry-Cavalry were employed on duty during the procession in the streets west of Temple Bar."

They were also in August, 1820, "detailed to furnish a picket in the immediate vicinity of the House of Lords, during the historical trial of Queen Caroline, the unfortunate consort of King George IV, in anticipation of riots on the day appointed for the commencement of the proceedings, and for which services they received the thanks of His Majesty's Government, through Lord Sidmouth."

Besides the Wimbledon Unit mentioned, it will no doubt be of interest to give here a list of different "Surrey Yeomanry Corps," known to exist as early as (or about) 1800:—

- | | | |
|-------------------------------|----------|---------------------------|
| (1) "Surrey Yeomanry-Cavalry" | 6 Troops | Col. Lord Leslie (C.O.) |
| (2) "Croydon Cavalry" | 1 Troop | Capt. J. Brickwood (O.C.) |

(3) " Guildford and Blackheath Cavalry "	2 Troops	Major J. M. Molyneux (O.C.)
(4) " Richmond Cavalry "	1 Troop	Lieut.-Col. J. Smith (O.C.)
(5) " Woking Cavalry "	1 Troop	Capt. T. W. Weston, (O.C.)
(6) " Clapham Cavalry "	1 Troop	Lieut.-Col. W. Prescott (O.C.)
(7) " Godley or Egham Cavalry "	1 Troop	Capt. Edgell (O.C.)
(8) " Lambeth Cavalry "	1 Troop	Capt. Watson Wyatt (O.C.)
(9) " Wandsworth Cavalry "	2 Troops	Capt. G. Tritton (O.C.)
(10) " Southwark Cavalry "	2 Troops	Capt. Collingdon

Thus we find close on twenty "troops" of various Surrey Yeomanry units were in existence simultaneously, and as a "troop" originally consisted of 80-100 we are told, thus the county must have been numerically exceptionally well represented; there may be some discrepancy here in numbers, however, as denoted by the words "Regiment" and "Corps," as we read of a "*Regiment* of five or more Troops," and a "*Corps* of three or four Troops." No. 1 on the list above given, thus clearly denotes that the then Lord Leslie commanded a Regiment (no doubt the one frequently called out for "special duties," as mentioned) of Six Troops—bearing the comprehensive title of "Surrey Yeomanry-Cavalry"—whereas all the others of one or two "Troops" only, more probably than not, were near about our *present* squadron strength.

The following facsimile of Surrey Yeomanry-Cavalry Regimental Orders, 1833, from the original document kindly

presented to Headquarters' Club by Major H. H. Gordon Clarke, should prove of interest:—

SURREY YEOMANRY.

Merstham, September 21, 1833.

REGIMENTAL ORDER.

Lieutenant Colonel Sir William Jolliffe begs to inform the Officers, Non-Commissioned Officers, and Privates of the Surrey Yeomanry Cavalry, that he has been obliged, by ill health, to tender his Resignation of the Command of the Corps; and he expects in a few days to resign that Command into the hands of Lord King—His Lordship's Appointment having been approved of by His Majesty.

In doing this, it affords the Commanding Officer the greatest consolation and satisfaction that the Command should devolve upon a Nobleman, who from Talent, Character, and Property, is, in every respect, qualified to support the efficiency and credit of the Yeomanry of this County.

Lieutenant Colonel Sir William Jolliffe is most anxious to take this opportunity of thanking every individual in the Regiment for the kindness and respectful attention he has received since he has had the honor of Commanding them, for which he will ever be most grateful; and he is most sincerely and fervently anxious for the prosperity of the Corps, and for the happiness of every one who does honor to himself and the County in giving his service as a Yeoman.

In connection with the above order, it will no doubt be of interest to read a few extracts from the diary kept by Cornet

A. K. Barclay, of the Surrey Yeomanry Cavalry of close on 100 years ago—to be exact from September 5th to November 10th, 1831.

(This officer being the grandfather of the present Lieut.-Col. Robin W. Barclay, late O.C. "C" Squadron, 1/1st Regiment, and subsequently C.O. of the 3/1st.—Ed.)
1831.

Sept. 5th.—"Up again to London, and on the coach met the young Barrys, who live under Box Hill; the eldest, a fine young man, and would make a good Yeoman. Mean to keep my eye on him and ask him and his brother to the next S.Y.C. fête.

Sept. 8th.—Cornet A. K. Barclay was present in Westminster Abbey for the Coronation of William IV, in uniform.

Sept. 11th.—Heard after church that our troop are anxious
(Sun.) to have another drill, which, indeed, ought to have taken place long ago; but our Captain is sadly slow! Went to Hale to see Steere about it, and unluckily he was not at home.

Sept. 17th.—Bury Hill, beautiful and cheerful as ever. After
(Sun.) Church rode with Robert to the "Deepdene" to talk to Hope about the Yeomanry—he is but slack; however, we are to have a drill here next Monday week.

Sept. 19th.—Drove over to Hale House to call on ye Steeres. Settled about Monday's drill, and spent a very pleasant half-hour with Mrs. Lee Steere, who is a very agreeable person.

Sept. 26th.—In the afternoon went out to drill, only mustered 17. The Reigate men are all wrong again, and what they mean to do, I know not. Hope never came, and Steere was unable to attend being obliged to be at Dorking as Commissioner of Taxes, so that I had all the work to myself, and

many mistakes I made, but on the whole got through pretty well.

- Oct. 1st.—Rode with the girls to Reigate to “brush-up” the Troop. Found they only wanted a little attention; they complained of not having had sufficient notice of the last drill, and of there being no written regulations and rules, all of which is quite true, but what can we do with so slow a Captain?
- Oct. 10th.—Halsey—Lieutenant of Guildford Troop.
- Oct. 14th.—Down to Surrey, and find my notice for a Yeomanry meeting, Tuesday week. I have had a long rigmarole correspondence with our Captain. if we don’t get rid of him, this Troop is all up.
- Oct. 15th.—Told by John Chitton that the Reigate men won’t serve under an ante-reform Captain. D—— them; but I think I have wit enough to keep them.
- Oct. 17th.—On returning, called on Hope, who is satisfied to leave the management of the Troop to me, and I shall consequently put in John Rayan as an orderly to carry notices, etc., which every one seems to like.
- Oct. 19th.—Sword exercise as usual.
- Oct. 20th.—After sword drill rode with Fuller to Chislehurst to see Lord Sydney’s Troop receive their colours. They looked well and soldier-like.
- Oct. 26th.—At two drill, met 27 and carried our resolutions without trouble. Drilled them myself (as Hope was not there), and Steere wished me to undertake it. Went through nothing but useful movements, forming, filing, etc., and did well.
- Oct. 29th.—Sir John Buchan has offered to serve as a private in our Troop. Pretty well to have a Major-General, K.C.B., in our ranks.

- Nov. 5th.—In the course of the day George Perkins called to tell me that the services of the London Troops of the S.Y.C. were accepted for Monday, and that he was going to see Lambe (ye Under-Secretary for the Home Department) to get an order for ammunition, etc. Wishing to gain every information I could, I went with Perkins and asked Lambe whether the whole Regiment was to be called out, and, of course, telling him that the Country Troops would be ready to march directly. He, however, said that he did not consider it necessary, but that should they be wanted, the order of any one Magistrate was sufficient to call them out. I observed that the Act of Parliament specified that the lowest person authorised to do so was a Deputy Lieutenant. "Oh!" replied the *Whig* Minister, "we don't go by your Act of Parliament now."
- Nov. 6th.—. . . and on my return found a letter from Drummond urging me to attend with the Yeomanry to-morrow. This, as now there appears no chance of any attack on manufactories, I shall do—if I can muster appointments for my military tackle, which except full dress, is at Bury Hill.
- Nov. 7th.—Turned out before six and found all quiet enough in the borough and elsewhere. At eleven joined the S.Y.C. at the Borough Sessions House, where were Jolliffe, Drummond, Lawson and the 1st and 8th Troops. We then marched to the Riding School, Stamford Street, where we were soon joined by the Clapham and Vauxhall Troops, under Lieutenant Francis. Here we remained all day with various rumours about; mobs assembling, and were being turned out every moment, cartridges were distributed and all pre-

pared, but our services were not required, and about 8 o'clock we were dismissed by a letter from Sir Willoughby Gordon containing praise and thanks for our services. We mustered more than 100 men, and I believe when dismissed that disappointment was the prevailing sensation. There seemed a full and willing disposition to make themselves useful, and I saw nothing like fear. The belief and knowledge of the Bristol mob being composed of the dregs of the community—would have made it go very hard with the populace here, as the Corps are composed of men who have something to lose and are determined to defend it. Rode home to Grosvenor Place with Drummond, and went to dine at the Club; not sorry to exchange the prospect of a night in the hay loft for a good bed. I received the greatest thanks from Jolliffe for sending them supplies of forage, candles and beer, nothing having been provided by the originators of the coming out.

Nov. 8th.—All quiet, though Town is still full of troops. Finished drawing up memorandum for the use of our Troop, and sent it to be printed.

Nov. 10th.—The Troop out. Hope and Steere were both there, but left the work to me, and very satisfactorily I got through. We fired more than 100 rounds of blank, without disorder or accident, and I was impressed to see how steady the horses were, and how soon the men got into the way of loading."

(N.B.—On November 8th, 1833, we find that this officer was given his commission (on promotion)—by Charles George, Lord Arden—"to be Captain of a Troop in the Surrey Regiment of Yeomanry Cavalry."—Ed.)

The picture we include entitled "a Surrey Yeoman of 130 years ago" gives some slight idea of their appearance in those far-off days, but when you note (in these days of *drab* uniforms) that "the uniform was light blue with scarlet cuffs, collar and shoulder wings, black bearskin crested cavalry helmet with scarlet plumes, as then worn by the 'Light Dragoons' of the period—with white breeches and black top-boots, while the buttons and lace were silver," you can visualise what a wonderful picture they must have made on parade. Our present Guards would not have had it *all* their own way with the opposite sex, had some of these dashing fellows been about.

THE YEOMAN OF ENGLAND.

Note.—These verses originally appeared in an early Edition of "The Princess of Wales' Yeomanry Gazette" but are equally applicable to-day, and our best thanks are due to the authors.—Ed.

The deeds of old of Yeomen bold,
With bows of English yew,
Are blazoned on a scroll of gold,
Their shafts flew ever true;
They gained the day at Agincourt,
Won never dying fame,
Full well the English Yeoman fought,
All honour to his name.

So here's to the Yeoman,
With long bow and strong bow;
All hail to the Yeoman,
Who facing the foeman
Did real Yeoman service;
All hail to the Yeoman,
All hail to the Yeoman of England.

TO-DAY his fame is still the same,
As when he made his prowess felt,
And won an everlasting name
On Afric's scorching veldt.
And those who cast the cynic sneer,
And jeered at Yeoman's might,
NOW know he holds his honour dear
When forth he goes to fight!

So here's to the Yeoman,
With trim gun and grim gun,
All hail to the Yeoman,
Who facing the foeman
Does real Yeoman service;
All hail to the Yeoman,
All hail to the Yeoman of England.



A SURREY YEOMAN OF 150 YEARS AGO

(From an engraving of 1845)

He is a member of the Light Dragoons of the 1st Regiment.

THE YEOMAN OF ENGLAND

THE YEOMAN OF ENGLAND appeared in an early edition of *The English Works of Sir Philip Sidney*, but are equally applicable to the *Yeoman of the Guard*.—Ed.

The old red-bellied Yeoman bold,
With bow of English yew,
And the hood on a shield of gold,
His shirt is now ever true;
He's gained the day at Agincourt,
And never dying tame,
Full well the English Yeoman fought,
An honour to his name.

So hail to the Yeoman,
With long bow and strong bow;
All hail to the Yeoman,
Who facing the German
He's won the day of Agincourt;
So hail to the Yeoman,
Who's won the day of Agincourt,
And the day of the Yeoman of England.

The old red-bellied Yeoman bold,
With bow of English yew,
And the hood on a shield of gold,
His shirt is now ever true;
He's gained the day at Agincourt,
And never dying tame,
Full well the English Yeoman fought,
An honour to his name.

So hail to the Yeoman,
With long gun and strong gun;
All hail to the Yeoman,
Who facing the German
He's won the day of Agincourt;
So hail to the Yeoman,
Who's won the day of Agincourt,
And the day of the Yeoman of England.



A SURREY YEOMAN OF 130 YEARS AGO

(From an original old print)

In uniform of Light Dragoons of the period.

CHAPTER II.

THE RAISING OF THE SURREY "IMPERIAL" YEOMANRY (1901-1908).

THE OLD SURREY YEOMANRY HAVING BEEN DISBANDED BY THE
EARL OF LOVELACE (THEN LORD LIEUTENANT OF THE COUNTY).

THE Surrey (Princess of Wales' Lancers) "Imperial Yeomanry," was subsequently raised and commanded by Colonel the Hon. H. Cubitt, C.B., T.D., its formation being authorised on 30th April, 1901, three months in advance of any of the other new Regiments of Yeomanry which were formed in that year. The idea of a mounted regiment for the County of Surrey was first mooted in 1900, when men were being enrolled there for active service in South Africa in three other existing regiments of Yeomanry, viz., the Hampshire, the Berkshire, and the Middlesex. (N.B.—Also as mounted Infantry for the 2nd V.B. Royal West Surrey Regiment, "Queen Victoria's Rifles," etc., etc.—Ed.).

At the instance of Viscount Midleton, then Lord Lieutenant of Surrey, a suggestion was made that a Yeomanry Regiment should be raised in the County, and backed by the Right Honourable St. John Brodrick, M.P., then Secretary of State for War (and eventually Honorary Colonel of the Regiment), authority for the formation of same was duly issued—Lieut.-Colonel the Hon. H. Cubitt (now Lord Ashcombe, C.B., T.D.) being appointed to command, with Captain S. T. Hankey, 2nd

Life Guards, as Adjutant, and Squadron Sergeant-Major Brine, 2nd Dragoon Guards, as Regimental Sergeant-Major.

Headquarters were first established in London, at 123, St. George's Square, S.W., and invitations to join soon bore fruit and resulted in numerous applications from recruits, riding tests being held at Rutland Gate Riding School, Knightsbridge, S.W.

In the meantime the present Major H. H. Gordon Clark and Captain Brettell, with about forty Surrey men who were at the time serving in the Hants (Carabiniers) and Berkshire Yeomanry respectively, soon assisted in forming the nucleus of a Regiment, and on 31st July, 1901, the Regiment turned out for its first annual training in camp at " Denbies " Park, Dorking, being then 200 strong and fully equipped.

Major B. G. P. Hoare, who was then Captain and Second in Command of Major H. A. Barclay's Squadron of Hants Yeomanry Cavalry, was transferred to the Surrey Yeomanry, as Major and Second in Command, together with Second Lieutenant (subsequently Major) H. H. Gordon Clark, and Second Lieutenant (subsequently Lieut.-Colonel) R. W. Barclay; whilst Major F. J. St. John, who had been for some years a Captain in the 24th Middlesex (Post Office) Volunteers, and had just returned from Active Service with the Oxfordshire Imperial Yeomanry in South Africa, also joined, with Major (later Lieut.-Colonel) H. Fisher Rowe, who had recent Active Service experience as well. Captain Brettell was transferred from the Berkshire Yeomanry, with which he had served in South Africa, and the services of a Veterinary Officer, a Quartermaster and seven young Subalterns were secured for the first training.

During 1902 the Regiment received a signal honour—in that Her Royal Highness the Princess of Wales graciously signified her wish that the Regiment should be named after herself; and it became the Surrey (Princess of Wales' Lancers) Imperial Yeomanry.

Training Camps were held annually at the following localities:—

1901	"Denbies," Dorking.
1902, 1903 and 1907 ...	Milford.
1904	Birtley.
1905 and 1906	Seaford.
1908	Streatley.
1909 and 1911	Arundel.
1910	Falmer.
1912	Polegate.
1913	Petworth.

The names of other officers associated with the earlier days of the Regiment, in addition to those already quoted, were as follows:—

Major J. Humphery (later Lt.-Col. Sir John Humphery, O.C.).

Captains P. Noble Fawcett, Hon. E. Thesiger (later Lieut.-Colonel), L. C. W. Phillips, J. M. Pye-Smith (later Major).

Lieutenants S. Alley, J. Bray (later Captain), R. Bonsor (later Major), G. C. Garrick (later Major), G. O. Borwick (later Lieut.-Colonel), E. Robinson and D. Mirrielees (later Major).

2nd Lieutenants N. M. Phillips, St. J. M. Lambert, R. G. Longman, N. E. Holden, Fitzroy Clark, H. Phillips, F. H. Barclay, S. G. Tallents, Lieut. and Quartermaster A. J. West, Veterinary Lieut. F. R. Brandt, Surgeon Lieut. R. C. Gayer.

In 1902-03 new and more suitable headquarters were found at "Melbourne House," King's Avenue, Clapham Park, attached to which was an excellent Riding School; B, C and D squadrons having their respective headquarters at Guildford, Croydon and Wimbledon; in the meantime recruiting had proceeded so satisfactorily that the "strength" at the Annual Camp in Milford in 1903, doubled that of 1901.

In 1904 a Royal Invitation was received for the inspection of the Regiment by Her Royal Highness the Princess of Wales at Marlborough House, and, notwithstanding the short notice

given, over twenty officers and 290 N.C.O.'s and men paraded for the purpose on the " Horse Guards " at Whitehall. Subsequently photographs of the event appeared in several well-known London weekly " Illustrateds," notably " The Sphere " which devoted a *full page* to same.

On 25th June, 1904, the Regiment had the honour of finding its first escort to Their Royal Highnesses, the Prince and Princess of Wales, on the occasion of the formal opening of the Sanatorium erected by the Brompton Consumption Hospital, near Camberley.

In 1908 the Regiment, like all other Yeomanry, was merged into the new Territorial force, as " Protective Cavalry," also dropping the part title " Imperial," likewise automatically becoming " Queen Mary's Regiment " upon Their Royal Highnesses accession to the throne.

In 1911 Captain P. E. Hardwick, 1st Royal Dragoons, who had succeeded Captain Hankey as Adjutant, was in turn relieved by Captain W. T. Hodgson, 1st Royal Dragoons (now C.O. of a Cavalry Brigade at Aldershot) and on 15th May, 1912, Lieut.-Colonel Sir John Humphery assumed command of the Regiment.

The Officers serving with the Regiment in the autumn of 1912 with their then rank, consisted of:—

Lieut.-Colonel J. Humphery.

Majors the Hon. E. R. Thesiger, Hon. Lieut.-Colonel S. T. Hankey, C. A. Calvert, G. O. Borwick, R. W. Barclay.

Captains R. Bonsor and J. Bray.

Lieutenants T. H. Barclay, F. D. Mirrieles, H. W. Aston, F. G. D. Colman.

2nd Lieutenants Hon. G. St. J. Brodrick, J. Everidge A. O. N. C. Chichester, H. J. Bell, A. E. Horne, E. Bell, W. Brass, L. C. Heath (Machine Gun Officer), R. De La Bere.

Adjutant, Capt. W. T. Hodgson.

Quartermaster, Capt. A. J. West.

Medical Officer, Surgeon-Capt. R. C. Gayer.

In 1913 the Annual Training Camp was located at Petworth, and the Regiment was to have taken part in Army Manœuvres in 1914, being actually en route to Salisbury Plain when on August 4th war was declared! Officers and men at once returned to their homes for a few days, until mobilisation being rapidly completed the Regiment at first concentrated at Maidstone, subsequently being in Camp at Canterbury, and Farm billets near Faversham (Kent), when in the late autumn 1914—D Squadron having already been incorporated with A, B and C Squadrons—the authorities decided to employ all three as " Divisional Cavalry " with the newly-formed 27th, 28th and 29th Divisions of the Regular Army.

The subsequent doings of each of these squadrons from the time they left Kent—to join their respective Divisions A and B at Winchester in December, 1914, and " C " in January, 1915, at Stratford-on-Avon—until demobilization in 1919 being outlined in the numerous Chapters to follow, at some length.

Before concluding Part I it is important to hear what the founder of the present Regiment has to say on the matter:—

The Lord Ashcombe, C.B., T.D. (present Lord Lieutenant for Surrey) recalls the following additional facts—as written by him in similar vein in an early issue of that popular Regimental publication " The Princess of Wales' Yeomanry Gazette," in May, 1903. Says he:—

" Of the several regiments then recruiting largely from our County, the Hants (Carabiniers) Yeomanry Corps was by far the largest in point of numbers, and was under the command of a most energetic officer, Major H. A. Barclay, later Lieut.-Colonel, commanding the King's Own Norfolk Imperial Yeomanry.

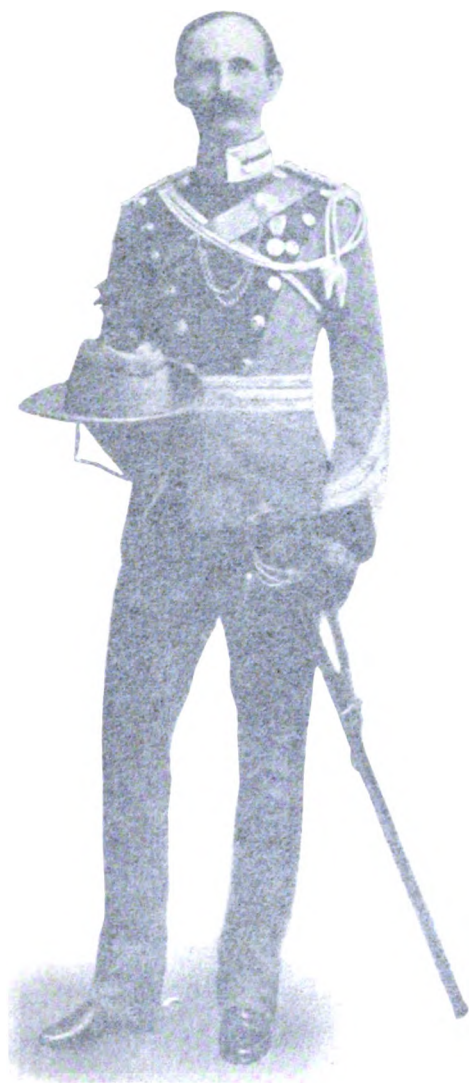
At the instance of the late Viscount Midleton, then Lord Lieutenant of Surrey, a large fund was subscribed by the County for the equipment of the auxiliary troops, who were at that time leaving its borders for the seat of war, and of the Committee which Lord Midleton invited to help him distribute

this fund, Major Barclay was a member, and I acted as Hon. Secretary. During these meetings Lord Midleton often regretted that the *last* of the Surrey Yeomanry had been disbanded by a previous Lord Lieutenant—Earl Lovelace—and expressed his great wish that a new regiment should be started during his Lieutenancy.

The suggestion thrown out by the Lord Lieutenant became the subject of several discussions between Major Barclay and myself. It was eventually decided that a regiment should be raised with Major Barclay as Colonel, and myself, as second in command. Having got thus far, Major Barclay unfortunately severed his connection with the county and went to live in Norfolk, at the same time having to give up all thoughts of bearing a hand in the raising of the regiment.

However, the matter was not to drop. Another event was to influence " Our Beginnings." The General Election of the autumn of 1900, and the resulting re-organisation of the Ministry, brought the Hon. St. John Brodrick, M.P., Lord Midleton's son and heir back to the War Office as Secretary of State, and in which he had twice previously held important posts. Calling at the War Office soon afterwards, a relative of mine was told by the new War Minister, in the course of conversation, that one of the planks in the re-organisation of the Army was to be a large increase in the Yeomanry, and that Major Cubitt (I had by this time been promoted) would be asked by the Lord Lieutenant to raise a regiment in Surrey.

On hearing this, no further time was lost, and the work of making good the ground by enlisting the interest of prominent people in the County, and by insuring the co-operation of the detachments of the other Yeomanry regiments already mentioned, soon began to make headway. By the time the Secretary of State for War made his statement on the Army in the spring of 1901, all was ready, and our regiment was authorised by His Majesty the King, *on April 30th*, 1901. Ours was the earliest of the new regiments to be started, by some three



LORD ASHCORP, C.B., T.D.,
as Lieut. Colonel the Hon. H. Cubitt in 1901 raised and commanded the
Surrey Imperial Yeomanry, on the re-forming of the Regiment.



LORD ASHCOMBE, C.B., T.D.,
who (as Lieut. Colonel the Hon. H. Cubitt) in 1901 raised and commanded the
Surrey Imperial Yeomanry, on the re-forming of the Regiment.

months. The Fife and Forfarshire Light Horse Volunteers were amalgamated into the Fife and Forfarshire Imperial Yeomanry, in the July of the same year, and now rank second to us in the new Yeomanry Force. I was gazetted as Lieut.-Colonel on the same date.

During the first few weeks, the ranks of the Regiment could have been filled to overflowing had all the men who presented themselves been taken, but as I was determined that the Regiment should start as I intended it should go on, while I retained command, many would-be Yeomen had to go elsewhere.

We now had the nucleus of a regiment, but as it had been decided that the Regiment should go up for training before the official year ended, and July 31st was chosen as the day of assembly, it was necessary that all men who went should have put in twelve squad drills, five squadron drills, and fired a course of musketry. The men had also to be both clothed and drilled. After several meetings with the regimental tailor, and with the assistance of the Adjutant, a uniform was designed which was subsequently approved by H.M. the King.

I had secured Westminster Hall for drills on Wednesday and Saturday, and there, from six p.m. to eight p.m. on each of the above evenings, the men of the Regiment were being licked into shape, at the same time drills were being held in various parts of the county daily. I concluded that it would be quite impossible to carry out musketry and squadron drills before training, so permission was granted to do the former during training, and two days were added on to the training to enable the latter to be carried out, this course being allowed by the regulations."

Major H. H. Gordon Clark (late O.C. " C " squadron) gives the following interesting particulars of his (and other Surrey men's) share in the forming of the new Regiment, and particularly of " C " squadron. Says he: " Let it be clearly understood that no part of the Hants (Carabiniers) Yeomanry Cavalry, of which I was then an officer, was ever *absorbed* in

the establishment of the Surrey I.Y. on *Territorial* grounds, as I hear is believed by many. What really happened was this: The H.C.Y.C. before the Surreys were raised, recruited all over Surrey as far as they liked, in fact having Squadron H.Q. at Croydon, and Troop H.Q. at Epsom (the O.C. Croydon Squadron actually living beyond Reigate). I took over the Epsom troop in 1899, succeeding Lieut. J. Budd of Leatherhead.

"When the then Minister for War—the Hon. St. John Brodrick (now Lord Midleton)—authorised the raising of the Surrey I.Y., the present Lord Ashcombe asked me to raise 'C' Squadron. I therefore resigned my commission in the H.C.Y.C. and was gazetted to the S.I.Y., because I felt that without any recruiting ground in Surrey, I could do no good by remaining an officer of the Hampshires. My action was followed by some 25 N.C.O.'s and men of the Epsom and Croydon Troops, including Sergt. Docking of Croydon; some officers and men—e.g., Lieut Bernard (now Sir Bernard) Greenwell still remained members of the H.C.Y.C. and did not transfer; but those who came over with me gave me a fine nucleus with which to start 'C' Squadron, S.I.Y., including several men (like Sergt. Docking) who had seen recent active service in South Africa.

"Our Squadron H.Q. were first at Epsom, but were soon removed to Croydon, where we took over the old H.C.Y.C. headquarters, and which we occupied for about a year. Colonel the Lord Ashcombe then joined me in buying the old Wesleyan Hall and house, which we converted into a fine Drill Hall and Squadron H.Q., and the Squadron rapidly filled to full strength. It was not until after the war of 1914-18, when the buildings were of no further use to us, that we sold them.

"In concluding I may say that the transferring of the recruiting ground and of so many of the Hants Yeomanry, was not at all well received in that county. Thus it will be clear there was never any 'absorption on Territorial grounds,' or pressure brought, to transfer to the new Surrey Yeomanry; each

man followed his own bent, but I started ' C ' Squadron with a good backbone of trained men, which gave the Squadron a start which I am fond enough to think it never lost during my command of it."

(N.B.—This undoubtedly clears up a point long in dispute, i.e., that the units of the H.C.Y.C. were transferred en bloc, and which was thought by many to be so.—Ed.).

PART II.

CHAPTER I.

THE FIRST REGIMENT—" A " AND " B " SQUADRONS. 1914-15.

AT WINCHESTER ATTACHED TO 27TH AND 28TH REGULAR DIVISIONS.

THE enthusiasm of all ranks of both " A " and " B " squadrons (who arrived on December 7th, 1914, and January 1st, 1915 respectively, to join the 27th and 28th Divisions) was rather short lived, upon arrival at (A) " Moorn " Hill and (B) " Pitt Manor " Camps, both situated on bleak hill-tops, a few miles outside the ancient city of Winchester.

They had not been exactly living a hectic existence—as regards accommodation—(cavalry and mounted units generally never did!) whether in tents on the Canterbury Downs or in Farm Houses, Barns, Oast-Houses and Hoppers' Huts in rural Kent, during their first few months of training, so that whether they fancied (on leaving for Winchester) they were going into the average comfort of " billets " like the majority of the early Territorials were favoured with or not, their actual destinations were a decided shock, to say the least.

" A " squadron probably had the worst of it, as " Moorn Hill Camp " where the unfortunate 27th Division (all from tropical climes a few weeks before) were ordered to make their temporary " home," was without doubt one of the early scandals of the war—and where totally unnecessary hardship

was forced on all participating. It was in the heart of winter, always wet and cold, the ground a quagmire of mud and pools of water—and yet more than 15,000 regular soldiers (*“the cream of the line regiments of the British Army”* along with the 28th, they were styled)—from warm climes, were put into tents, some even without boards, to “better fit them and to go into final training”—we are told, before proceeding to the Western front. The irony and lack of forethought of it all. “Someone had blundered” indeed! *The result*, which should have been apparent to anyone with average sense, was soon obvious—it was too much to ask of human beings more or less “soft” and flabby after years abroad in tropical and fever-stricken localities; the sick-parades soon began to assume alarming proportions; M.O.’s (and they were fortunately numerous with so large a Division)—with all the best intentions in the world, and overworked into the bargain, could scarcely keep pace with the numerous and daily increasing patients; the R.A.M.C. camp hospitals were soon inconveniently overcrowded, and resort had to be made to the magnificent Hants County Hospital at Winchester (one of the largest and finest in England). Influenza, pneumonia, bronchitis, and such like complaints took off these precious men in hundreds, and how many deaths actually occurred it might not even now be too wise to enquire into. Suffice it to say, that gradually the scandal reached the public via private letters and the Press, and just when matters had reached a crisis, the Division, less a large proportion in hospital (or the cemeteries) was hustled off one long dark night during December, 1914, into the unknown, and as it happened to even worse sufferings, privations and dangers, i.e., the cold and water-logged trenches around Ypres—(of which more anon).

The officers and men of “A” *squadron* (under Major Calvert) pitched their tents and picket lines alongside the general “muck-heap,” as it was termed then, and their first view of their new comrades of the Infantry was not very cheer-

ing, to say the least—a more miserable and down-spirited crew could not be imagined, shrivelled up with the cold and damp—their bronzed skins seemed like parchment rather than flesh, in fact they resembled “mummies.” Their tents and kit almost without exception were saturated throughout, even the one foot deep trenches dug round each were in many cases overflowing, and the poor fellows, who were hoping for a chance to get at the enemy were instead literally “rotting away.” The Surrey men had to share in the general discomfiture, but having had already several months in the open were hard and fit in comparison, and did not take any particular harm, while they also had the additional joy (?) of attending to their horses—picketed in the open—which does not need describing, particularly to those who have “*had some*” during winter months, either on the Western front, or in early training days in England.

Squadron Drill, practising patrols and reconnaissance work, and general active service routine were the order of the day, prior to leaving for the front—while the sudden issue of swords to all ranks—(of doubtful age and utility it was feared)—created a mild form of diversion among the general discontent.

“*B*” Squadron, as before remarked, having had a surfeit of peaceful rural retreats and the dubious attractions of a winter sojourn among the Kentish hop-fields (and poles) were keen to a man, when at last—immediately after a dreary Christmas (for those not on “pass”)—spent on farms, or in “highly-perfumed” (i.e., of beer) oast-houses, or draughty hoppers’-huts—they had orders for a general move. Those who were there can no doubt well remember, even now, with what “indecent haste” they packed—saddled up—and anxiously awaited the order “walk-march.” Very soon afterwards, not a few might have had mixed thoughts and yearnings once again for those quiet hills and downs, far from Armageddon and the madding, smashing, crowd.

The arrival at Winchester—the journey to their camp, so-

called "Pitt Manor"—(some 2 miles steady up-hill) on the road to Hursley, where the whole of the 28th Division of Regulars lay under canvas, need not detain us long, as it was uneventful, and as it did not happen to be raining (as was usual) on the particular day of arrival, despite the bad roads, the camp itself—perched on the top of the hill and adjoining the main road, looked quite prepossessing at first sight, and almost reminded one of those summer training camps of yore. Well laid out rows of tents, all well boarded in this case, a magnificent canteen marquee—(always the most welcome of sights—but finally blown down in a hurricane gale)—and apparently "all ship-shape and Bristol fashion," as the old tars had it.

But there is always a "fly in the ointment," as they say, and there very soon appeared more than a few of them at Pitt Manor Camp. Firstly the Squadron Horse-lines had been with great skill located at the *foot* of the hill, some several hundred yards away, at their furthest end, which, of course, necessitated a long tramp (often in soaking rain), each way, a dozen or more times a day, but, worse still, the hill draining itself hourly, daily, and weekly, the consequent state of those self same (and wrongly styled) "Horse-lines" at its foot beggars description. Up to your knees in mud was to put it mildly, but, after all, the Yeoman only "groused," and is that not a British privilege, taking the rough and smooth as part of the day's work and fun?

The only trouble apparently with these gentlemen (whoever they were), who were responsible for these petty annoyances to troops throughout the War, was their total lack of thought and imagination, on a par, in a lesser degree, to the putting of thousands of our best trained troops under canvas, as already stated, when they could easily at that early stage of the War have been billeted under *proper shelter*, if not in luxurious surroundings. *The 28th Division*, fortunately for them, had in their Commanding Officer (Major General Bulfin) a man of

action, as after hearing of the woeful experiences of the 27th Division at Moorn Hill, and seeing his own men "going down like flies," he took the bull by the horns and insisted upon all his Infantry, and those without encumbrances, such as horses, etc., being found immediately proper billets in the City of Winchester itself, at which there was much groaning, and gnashing of teeth, on the part of certain unpatriotic citizens of the ancient capital.

All night long (they were moved by *night* for reasons unknown), the tramp, tramp, tramp, of martial feet was heard by the majority of "B" squadron in their tents adjoining the main road from Hursley Park, and speculation was rife as to whether the infantry were leaving for the front, as of course was then expected hourly. As one who was there, the writer recalls vividly that more or less secretive night-march; mile after mile of phantom-like khaki-clad forms appearing ever and anon out of the rain, mist and gloom, the rhythmic tramp of feet echoing and re-echoing through the dark and murky night. An occasional sharp staccato order; a joyous shout from some of the more exuberant: "Are we down-hearted?" and the more reassuring and loudly proclaimed "NO!" from their comrades, actually caused a quiver to go down one's spine, in sheer admiration of the splendid spirits of these patriotic and noble-hearted souls, every step taking them nearer and nearer to the doom so very shortly awaiting many "over there"—or hardships and agonies indescribable to come. Soaked with rain, and mud-bespattered from head to foot, loaded up with kit bags and personal belongings, for hour after hour the Khaki Battalions "footslogged" by, relieved finally when they reached their respective billets, to find proper habitations—in many cases with the added comforts of real beds, and the chance of keeping warm and dry for a short space.

It might be mentioned here that both "A" and "B" squadrons had the honour with their respective Divisions of being inspected, on Winchester Downs, shortly prior to pro-

ceeding on active service, by H.M. the King and Lord Kitchener, when his Majesty spoke words of praise, congratulating all concerned on their general appearance and "turn out." The Surrey men, as Divisional Cavalry, had the proud distinction of leading the final "march-past," when his Majesty took the salute, and an imposing spectacle it was—followed as they were by brigades of Artillery and Infantry (the 28th Division had a strength of some 18,000 all told), representing as the latter did almost the last remaining units of the "contemptible little British Army," (as referred to by the Kaiser). The King was heard to particularly ask the identity of the cavalry squadron leading the Division on each respective occasion, and was apparently very interested when told they were Territorial Cavalry units, and "Queen Mary's Regiment" at that, and as regards "B" squadron at least the *only* Territorials (besides a few R.A.M.C. (T.F.) *then* with the Division). Most ranks will recall the touching message from his Majesty handed subsequently to all ranks (and starting: "my soldiers") prior to leaving for abroad, referring to the inspections, and wishing them "God Speed" and good luck.

"*Der Tag*" was indeed not far off. Rumours and counter rumours succeeded each other with great rapidity, and while the final destination was known quite well to all as being France or Belgium, yet nothing very definite was announced until but a few days from sailing. This was none too fair, as the important question of final "leave" preparatory to sailing had not of course been taken into consideration, and many there were in both Divisions (including "A" and "B" squadrons) who were denied the opportunity of a final farewell at home of kith and kin, whom in all probability they might not see again in this world. This was certainly the case with "B" squadron, as the writer of these lines can vouch for, and was in no way the fault of their officers; quite different to Infantry, the mounted men (owing, naturally, to their horses) could only be spared a few at a time from camp, and starting with senior

N.C.O.'s, it can be well imagined it would have taken a good fortnight or more for all to have received that much desired privilege. As a matter of fact those who did not get the chance of "leave" had a very strong "tip" given them by some officers and N.C.O.'s, that a quick visit by relatives, sweet-hearts, etc., to the town or camp, might be advisable, and still permit of a personal farewell, being possible, and it can be readily believed that many quickly availed themselves of the opportunity. Then, married men in particular, started a hurried and none too easy search for accommodation for their wives, when opportunity allowed, but the town being now packed with troops, as stated, it took some doing, it is well remembered. Several ladies also visited the camp—a heinous offence let it be stated (in the eyes of the military) in war-time particularly, but which it may now be safe to say, with the passage of years well behind, was in most cases during these last days, "winked at." A special table d'hôte "al fresco" meal in one particular tent we wot of (as a fact only a few hours before suddenly leaving the same night) will be particularly remembered by three married couples assembled, and who in their guilt had carefully laced up the tent flap to prevent prying eyes, and to ease their consciences. All went well until the wine (such as it was) flowed, and then peals of laughter quite unlike any previously heard in the ranks were detected by a certain sergeant (not unknown for "carpeting" one on very slight pretext) with the result that a stentorian order to open the tent and "stand and deliver" was obeyed in haste; but beaming faces and sparkling eyes were too much for the gentleman concerned, and with a lofty caution being administered, and a sly wink at the ladies (tell it not in Gath!) the representative of martial law and order went his thoughtful way.

We cannot conclude our chapter of early Winchester experiences without references to three important details, viz.: (1) Jam (2) Gum-boots, and (3) "*those* Kit-bags." The

first must be mentioned, as, while jam not only played a *large part* in the War (vide Bruce Bairnsfather and others)—it certainly cheered the lives of many in the dreary camps before mentioned, and we here take the opportunity of thanking a then fellow member of the Regiment, one Trooper Keiller, of the well-known Scotch marmalade firm of that name, for many hundreds of pounds of this delicious edible, besides raspberry jam of delicious memories. How we enjoyed these tasty accessories after the otherwise uninteresting camp fare. Curiously enough, another fellow-trooper of early War days, one Hartley (also of jam renown) did yeoman service of a like kind to both the 1st and 2nd regiments, and must also receive the much over delayed thanks of his fellows. The latter gentleman was also the “hero” of many lively *escapades* at Canterbury and Dorking, the details of which here would be “telling tales out of school,” but which will be remembered for years to come by those concerned (directly and indirectly) with this keen-sensed and generous humorist, and particularly by a certain corporal and escort. Suffice it to say, nothing in “Punch” has ever equalled it. Enigmatical this, possibly to many, but well *understood* by others.

After wallowing in mushy camping grounds and horse-lines, both in Kent and at Winchester, the N.C.O.'s and men of A and B squadrons, a week or so before leaving for the front, received another welcome surprise in the shape of a generous gift of some one hundred pairs of rubber gum-boots, for which they had to thank the Hon. Colonel of the Regiment—Rt. Honorable the Earl of Midleton, and several others; never was a gift more sensible or seasonable—when imagine their surprise and chagrin a short time later, upon suddenly leaving for the front, where everyone knew, or at least guessed, the conditions would be even *worse* (how much *more* so indeed—no one could have imagined even) they were informed that self-same valuable and indispensable adjunct to their general comfort and health could not be taken overseas. This was “red

tape " gone stark staring mad indeed, but despite protests, loud and prolonged (their own officers joining in the chorus of complaint and doing their utmost to get the edict altered), the men concerned had to leave them behind. Which brings us automatically to " *those bags* " as they were at the time, and long afterwards, facetiously referred to by practically the entire *original* Regular, Territorial, and New Army units who landed in France. The principal reason advanced, let it here be said, for preventing we Yeomen from taking those splendid and precious gum-boots to France, was that only a certain weight of " necessities " in the way of extra clothing, comforts, etc., was to accompany each man in his kit-bag, and as this was low enough to preclude him taking anything like sufficient, and furthermore the gum-boots would have to be slung over his saddle or on his person in order to accompany him, they were " ruled out " (the official thinking-box being over taxed as it was.) So far, so good. The rest of the story is that after said kit-bags had been weighed with meticulous care and trouble, corded and labelled with name, regiment, and identity number of division, etc., " so that they can reach you at the front, wherever you may be," as the troops were confidentially told at the time, that was the last any single man ever saw or heard of them. This was indeed another minor scandal of the War, for as we heard many moons afterwards (despite constant and frantic enquiries about their whereabouts) that hundreds of thousands of such well (and expensively in some cases) stocked kit-bags containing in numerous cases a man's only change of underclothing, and various creature comforts, were left to rot in the rain in huge masses on the docks at Le Havre and elsewhere, until they became such a rotten mass (and continually growing weekly) that finally they had to be literally dug up and taken to sea and dumped. Don't ever therefore refer lightly to gum-boots (and how our men needed them those early days in France and Flanders), or kit-bags, to men of "A" and " B " squadron, if you value your safety. It was a case

of "Fools step in where angels fear to tread," with a vengeance.

N.B.—Needless to say, no one was ever offered (nor even thought of claiming) a penny's worth of *compensation*, by which it may be inferred that the "Powers that be" considered the losers the fools.




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Joined Surrey Imperial Yeomanry ("A" Squadron), 1901.
O.C. "B" Squadron, Surrey (Q.M.R.) Yeomanry, 1912-17.
2nd in Command, XVI. Corps, Cavalry, 1917.
Lieut.-Col. 98th Surrey and Sussex Yeomanry
(Queen Mary's) Brigade, R.A., 1921.

CHAPTER II

THE FIRST REGIMENT — "A" and "B" SQUADRONS 1900-1901

"DEVELOPMENT OF WEAPONS FROM THE DAYS OF LEAD AND FIRE"

ALL ranks of "B" Squadron, 1st Regiment, Durham, (Ct.) had as stated in the previous chapter, been kept  more or less on tenterhook during the last fortnight of January, in the expediting orders to proceed overseas daily, and towards the 10th hourly. Swords and final active service equipment (best as regards the latest saddlebrey, and general accoutrements) had been issued daily, bit by bit, while a tense feeling of expectable participation pervaded the camp. "The Great Adventure" was at last to become a thing of grim reality indeed. Old volunteers and territorials protest notwithstanding, mayhap these hundreds of "volunteer fights" and "battles" of one kind or another, were not the Easter trainings, when they had been so often and so undeservedly satirized, taunted, and ridiculed, but were bestowed instead. They could now not be refused, and were their turn now, for were they not prepared to fight on active service proper with their Regular brothers-in-arms, to fight the toughest and most formidable war machine the world has ever known, i.e., the German nation?

It was indeed a time, one would have imagined, for thought and possibly some misgivings, but the Surrey men had no time for such, in any case; they had taken the final plunge and offered their services "for better or worse"—under the com-



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Queen Mary's Brigade, R.A., 1921.

CHAPTER II.

THE FIRST REGIMENT (" A " and " B " SQUADRONS 1914-15).

" DEPARTURE FOR WESTERN FRONT, AND FIRST DAYS IN FRANCE AND FLANDERS."

ALL ranks of " B " *squadron* (Major George Borwick, O.C.) had as stated in the previous chapter, been kept more or less on tenterhooks during the first fortnight of January, 1915, expecting orders to proceed overseas, daily, and towards the end, hourly. Swords and final active service equipment (both as regards the latest saddlery, and general accoutrements) had been issued daily, bit by bit, while a tense feeling of excitable anticipation pervaded the camp. " The Great Adventure " was at last to become a thing of grim reality indeed. Old volunteers and territorials present bethought themselves, maybe, of those hundreds of " sham-fights " and " battles " of more peaceable days, on summer or Easter trainings, when their efforts had caused more mirth and undeserved satire, than the praise that should have been bestowed instead. They could well afford to smile in their turn now, for were they not proceeding at last " on active service " proper with their Regular brothers-in-arms, to fight the toughest and most formidable war machine the world has ever known, i.e., the German nation?

It was indeed a time, one would have imagined, for thought and possibly some misgivings, but the Surrey men had no time for such, in any case; they had taken the final plunge, and offered their services " for better or worse "—under no com-

pulsion—as pure *Volunteers* in the real sense of the word, and only hoped that their deficiencies (which were probably many) would be overlooked, and that they could make up for lack of experience with an extra dose of *enthusiasm*, and willingness to do their utmost, in whatever was asked of them. A few of each squadron (of all ranks) who had been mobilised on August 4th, 1914, had for reasons best known to themselves—not originally “volunteered for overseas service,” as invited by the Government—and their own officers—and these men were automatically sent to the new 2nd/1st Regiment, under Lieut.-Col. Fisher-Rowe, at Dorking, and helped to bring them up to full strength; their places then had to be filled, and this was done by transferring principally the more matured men from the 2nd/1st who had some previous war service, or past Territorial Training (prior to rejoining during the first months of the war) particularly with mounted units, if possible, and who were willing to proceed at once “on active service”—for which as a matter of fact, of course, they had originally enlisted! There was no lack of keen volunteers in the 2nd/1st, let it at once be stated to their credit, although undue excitement was caused in *certain* Dorking “dove-cots” (looked upon by *some* as a snug and peaceful retreat, possibly for the “duration”)—when the original “draft” paraded and were mostly accepted and “passed” by the M.O., to join the first line regiment in preparation for “active-service” abroad at an early date. As one of the latter, the writer does not remember any particular “send off,” bar possibly a few “pals,” who gave them a final cheer; they simply faded away (like all good “old soldiers”) into the gloom of a late November afternoon, in 1914, mostly to eventually join their respective squadrons, then in Kent in scattered hamlets near Faversham, or the machine-gun detachments (under Lieut. Heath) in the same locality, billeted in most uncomfortable and unusually depressing quarters, i.e., in hoppers’ huts near Selling.

(NOTE.—It was one of this very draft, curiously enough, who

was the first Surrey Yeoman —“ Killed in action ”—viz., Pte. Tiedt, who was shot by a sniper at Ypres.—Ed.)

“ B ” squadron was thus at full “ active service ” strength, plus a “ reinforcing draft,” also to accompany them overseas, (and to be left at the base for “ further immediate requirements,” as evacuations or casualties occurred at the front); when at 3 a.m. on the morning of January 16th, 1915, the squadron trumpeters awoke all and sundry from their slumbers, by sounding the “ assembly ” and “ saddle-up.” Who will forget that moment, or the subsequent hurry and scurry in the dark and gloom, by the aid of a faint lantern light here and there? Most were prepared for the event, and had not undressed even; others, more lethargic, then regretted not taking the warning seriously; to make matters worse for all and sundry, it was blowing half a gale and raining, while the tramp down to the “ horse-lines ” fully equipped and loaded up with saddlery, blankets, feed-bags, rifle, sword and all the rest, was a matter of some difficulty be it known.

Individual horse-lines were with some difficulty located, animals sorted out and untethered (slippery ropes attached to picket-lines hidden nearly a foot deep in the mud, being not easily negotiated in the pitch dark!) but after a good deal of mixed language and various “ compliments ” had flown about, the horses were mounted and the squadron at length took their last leave of Pitt Manor Camp, and the City of Winchester, to cover the 12 miles by road, to Southampton Docks, and which latter they reached (being practically the last of the 28th Division to leave), about breakfast time on the 16th of January. The early hour did not stop fairly big crowds, mainly women and children, from lining the streets for several miles, to cheer the departing troops (as they had in fact done almost daily for several weeks past during the departures of the different divisions), and many local ladies had neatly spread tables alongside the road, from which they plied the troops with oranges, apples, chocolate, etc., gratis, much to the delight of the Regulars.

The Surrey Yeomanry boys, being on horse-back, however, had some difficulty in gathering the gifts offered, the women and children being in most cases timid of coming too near their horses, and no dallying or halting being permitted. The final march through the main shopping centre to the Docks, cheered by larger crowds, was only a matter of minutes, and the last anyone saw of the town and old England was the final view as the heavy dock gates were clanged to with a resounding crash. "B" squadron had not long dismounted, alongside the Transport "Kingstonian," (used in normal times as a cattle boat on the South American service), when prompt orders for embarkation were given, and then the irritating, but oft-times also amusing job of coaxing both their own and numerous additional Artillery horses up the steep gangways, took place. This being done without accident, one particular horse (ridden by Pte. Barnard) only causing serious difficulty and having obviously "conscientious objections" to proceeding on active service, by throwing himself down flat at the foot of the gangway, refusing to budge, and being eventually left behind for his trouble. Two hours afterwards only, the hawsers were cast off, when guided and shoved by several snorting weasing tugs, the big vessel crept cautiously out to Southampton water—there dropping anchor for several hours to await the tide, and her escort of torpedo boats—for the dangerous Channel crossing to Le Havre. Life on board a transport, particularly with several hundred horses packed closely between decks, was no "pleasure trip" by any means, but officers and men made the best of things and settled down to a short and uneventful cruise; it was interesting, however, during the night to watch the different manœuvres of the "T.B. Destroyers," on each flank, semaphoring messages to the ship and each other in the dark, and with day-break the British naval boats "handed over" their duties to the smaller, but equally efficient French torpedo boats, who met each transport in turn in the "roads" just off Le Havre, and where each boat had to wait her turn (some hours

in many cases, thus adding to the risk of submarine attacks), before entering port and discharging her valuable cargoes. This being eventually done, the Surrey men and Artillery, who had the satisfaction of not losing a single horse in crossing (the latter an easy matter enough, seeing the difficulties and the fact that these quadrupeds have not good "sea legs"—which they are liable to break in a roughish sea, despite every precaution)—and disembarked upon the Quai at the French port at 1 o'clock p.m. on January 18th, all fit and "full of beans."

Rations for horses and men were soon supplied and for several weary hours the "B" squadron men "stood-by" their mounts awaiting the order to move; the delay continued (for one reason and another) until dark, when at length the squadron moved off leading horses over the slippery cobblestones, which were by now covered with a thin layer of snow, to make them extra dangerous, to the railway station and goods yard at the further extremity of the town, where our men caught their first sight of a French goods train and the horse-boxes in which they were destined to spend many uncomfortable hours on the long and tedious journey across Northern France—to their ultimate destination at Hazebrouck in Flanders. To the unsophisticated let it be here remarked, the French "*Wagon des Chevaux-Huit*" (40 Hommes 8 chevaux) is a thing of wonder, if not of joy. Entirely different to our own luxurious horse-boxes, which are made for three only, and carefully padded between each horse, with accommodation for their attendants entirely separated, as is known to most, the French idea of comfort and safety for both man and beast, in war time anyhow, was crude to say the least. It was in fact an empty covered-in truck, and 8 horses were packed in, four at each end, with their heads towards each other at a few feet distance, the head-ropes from each halter being attached to an overhead line attached from side to side of truck. In between, in the limited space at disposal, had to be deposited two trusses of hay, saddlery and two to four N.C.O.'s and men, who having

sorted themselves out from the general melee, it can be imagined had difficulty in finding even sitting room. Add to this a jolting train, rumbling along at less than 10 miles an hour, and a horse being occasionally thrown off his balance and coming down among the legs of the others with a crash, with his head suspended in mid-air, half strangling him, and you have some idea of this well remembered journey on a bitter cold night, towards the final destination. The French seem indeed to have a curious sense of humour, and were vastly amused, more than angered, at the numerous complaints (and imprecations) hurled at them before starting, at this dangerous overcrowding, and merely shrugged their shoulders, with the ever to be remembered remark:—" *C'est la guerre, messieurs.*"

The long and uncomfortable journey was on a par with that experienced by the majority of troops landing in France during the early days of the War—long stops at wayside stations, when the half-frozen soldiery took the opportunity of alighting and trying to work up a circulation by a little exercise, and where the villagers (old men, women and children) would do a brisk trade in supplying much welcome refreshment in the shape of steaming hot "café-au-lait," tartan, fruit, and occasionally "vin rouge" of doubtful value, plus the consistency of slightly matured red ink. However, such as it was, it did a lot to pass the time and make one forget oneself, *pro tem*.

At Abbéville, it is remembered the significance of the Commander-in-Chief's warning to troops, i.e., not to degrade the British Army by "looting" was forcibly, but humorously, brought home, in the following manner:—On the opposite side of the platform to that where "B" squadron's "*Pullman-de-luxe*" had drawn up for one of its interminable halts, there also stood a train packed with "Tommies" of the 28th Division (also en route for the front); stacked up on the platform, case upon case, were quantities of Nestlé's tinned milk, around which with monotonous regularity marched a French sentry,

with the long skewer-like bayonet on his rifle gleaming in the faint sunlight of early morning and giving him a particularly "business-like" tout ensemble. "Thomas Atkins," cold, bored and hungry, after watching points for some time, tempted beyond endurance, and not mindful of the law of meum and teum, very soon made up his mind (principally, let it be said, in sheer devilment) that some at least of those delicious tins of "Nestle's," were going to accompany the 28th Division forthwith, and the several conspirators concerned then proceeded by certain adroit acts to "bend the law," if not break it. Firstly one would engage the sentry's attention—when the usual amusing attempt at conversation and conviviality between "Tommy" and the "Poilu," would take place, during which time the other conspirators were working assiduously on the *opposite* side of the stack of cases—opening same with bayonet and jack-knife, and extracting tin after tin of the precious fluid, which quickly passed out of sight into various compartments of the train (even certain members of "B" squadron, I regret to say, "falling" for same.) Our sentry at last began to "smell a rat" somewhere, upon which commenced a game of hide-and-seek around that stack that would have brought smiles to the face of a sick mule. The discovery by the Poilu of several empty cases nearly caused an explosion. He stamped, swore, raved, and while expostulating, nearly ended the promising young career of an exalted railway transport officer near by, who dodged his gleaming bayonet by inches in the general excitement. Had not "Tommy's" train suddenly taken its leave, goodness knows what might have happened, and the last the French sentry saw or heard (the latter unfortunately unintelligible, of course, to him) was a crowd of shaggy heads out of windows, singing that popular (1914-15) ditty:—"Hold your hand out you naughty boy!"

The tedious journey at length ended (after near 24 hours more or less torture to all concerned), and about 11 p.m. on the

evening of January 19th, the long train came to a standstill finally, amid much shouting and waving of lanterns, in sidings adjoining Hazebrouck (Southern Flanders) station. Detraining in pitch darkness, with stiff and frightened horses, has its drawbacks, but at length the Yeomen having sorted themselves out, were soon mounted and started off on their first ride—(actually in the war-zone even here, the Uhlan patrols and advance Infantry of the enemy having only a month or so before been driven out by our troops)—on real active service. Lieut. Horne (later A.D.C. to Major-Gen. Bulfin), who had proceeded the squadron by some days with an “advance party,” was the guide, and even he, so it appeared, had some difficulty in finding his way back to the isolated farm (well off the main road), adjoining the railway crossing and hamlet of Petit-sec-Bois (some four miles from Hazebrouck, and two from Strazeele), which was to be “B” squadron’s home for those three weeks to come, before moving to Ypres with the Division.

Although some 25 miles at least from the trenches, the distant, intermittent booming of guns, and flashes from Véry lights, gave one seriously to think, and lent just the additional “colour” to the picture already framing in one’s mind, of what “active service” really meant! It was an intensely dark night, cold and frosty, and not a man who could distinguish the horse and man in front; “follow-my-leader” at which the horse is an adept, was the only alternative, and the squadron at length dismounted after an hour’s ride, in a narrow lane leading into a farmyard of the usual Belgian type, “midden” in the centre, and surrounded by farm-house, barns and numerous outbuildings, not to speak of the usual accompanying *aroma* associated with them, for which the Belgians (with all due respect) must be awarded first prize every time. Horses it appeared (bar transport) could not be accommodated on the farm itself, so for the next two hours the worn out Yeomen had the joy—in total darkness—of laying down picket lines in a muddy field a quarter of a mile distant.

This eventually achieved, night guards and pickets "posted," the remainder staggered back with all their saddlery and kit, and flung themselves down as they were "dog-tired" into the soft hay of a large and roomy barn. They were not to find sleep and "sweet repose" however, as gradually man after man awoke to the fact that their abode was literally "alive" with vermin—from infinitesimal variety, to rats and mice of alarming proportions. Confusion may soon be said to have "reigned supreme"—in the faint lights of a couple or so of hurricane lanterns, then commenced a search—'nough said—which was, we regret to say, only the daily forerunner of numerous similar kinds. This particular barn, we were told next day, had already been occupied in turn by French, Belgian, Prussian and British soldiery—and its state and condition when examined in the naked light of day is better left untold. This farm was indeed a "trial" in every way. The farmer (whose very appearance suggested a German) was decidedly anti-British, and at first refused point blank to allow the men even to draw drinking water. Requests to purchase hot coffee, tea, etc., of his women-folk, met with scowls and curt refusals, all of which caused pained surprise to the Yeomen, who had heard so much of Belgian hospitality. (They did not then understand the sharp distinction between Belgium proper and *Flemish* Belgium (i.e., Flanders)—although it would be an injustice to hundreds of others in the latter, to say that they acted in a similar churlish way to British troops). The "gentleman" in question, it may here be added, was, however, very quickly "*brought to book*" by the O.C. (Major Borwick) and evidently must have promised to be "a good little boy in future," as he was subsequently all smiles and graciousness, while his wife and daughters also condescended to accept filthy lucre for very indifferent tea and coffee, from these exasperating but affable sons of "perfidious Albion."

Among some of the earliest visitors to "B" squadron (and jolly good fellows one and all, the majority of whom

were unfortunately shortly to become casualties at the second battle of Ypres), were members of the Essex Yeomanry, who had landed as a complete Regiment during November, 1914, a few weeks before "A" squadron of the Surreys; hearing of the adjacent presence of other Yeomen, they strolled over the morning after "B" squadron's arrival, in small groups, from their more or less comfortable billets in and around the hamlet of Petit-sec-Bois, where they were in so-called "winter rest quarters" attached to a brigade of regular cavalry, including the R.H.G. ("The Blues"), 10th Hussars, and miscellaneous units of other cavalry regiments that had suffered so heavily on the retreat of Mons, and during the first battle of Ypres, and who were now awaiting drafts to attempt to make up some semblance of a Regiment again. The Essex men came loaded with presents for their new comrades, in the shape of much "buckshee" tobacco (particularly tins of Player's Navy Mixture), which at that stage of the War was apparently the only thing plentiful, excepting, of course, woollen socks and comforters, that the women and girls of England, and particularly of Surrey, had, with *truly noble* spirit and consideration, thus *early* on thought would be helpful to their men-folk "over there." Needless to say this prompt visit, plus the few "wrinkles" given to the newcomers, made their "call" doubly welcome. Another and even more important *visitor* was none other than General Allenby himself (then commanding a cavalry Division). He obviously believed in the "early rising" habit, for he surprised "B" squadron by making his quite unexpected and unofficial visit at exactly 7 o'clock in the morning. The particular sentry or guard at the entrance to the farm nearly spoilt things by failing at first to recognise the *importance* of the red-tabbed officer approaching, but at length called out the guard, who fortunately gave the correct G.O.'s salute, just as the small cavalcade (including staff and mounted orderlies) wheeled into the farm-yard. The

General was met and "introduced," it is remembered, to several of "B" squadron's officers, two of the latter clad only in their pyjamas, which in their multi-coloured hues, added to the piquancy of the occasion not a little. One was certainly not amazed therefore, after this almost unnecessary exhibition of activity, from one so already exalted, to very soon after learn of this splendid General's advance still further up the "ladder of fame," in fact to that of Field-Marshal.

We have already, perhaps, laboured the subject of the failings of "Farm-Billet No. 1" (as which we will describe it) but cannot leave it in its deserved obscurity without mentioning the ill-effects it had on officers, O.R., and horses generally. Within a week of arriving, something like 20 per cent. of the entire strength were "down" with a mysterious complaint, with most unpleasant symptoms not unlike those associated with dysentery. At first this was not taken over seriously, being thought to be just the natural "change of air" effects one oft-times experiences in visiting other countries, but when several officers and O.R. had to be sent down to the big hospital at Hazebrouck, and horses—especially big hitherto strong transport animals at that—were found dead, or dying, on both the farm and the adjacent horse-lines, things began to take a serious outlook, and an epidemic was feared. Veterinary officers actually put two entire "Troops" out of bounds, fearing those terrible and deadly scourges—anthrax or glanders might have broken out among the horses. To the unsophisticated let it be here mentioned, that being put "out of bounds" amounted to practically total isolation, not one of the men concerned being allowed to move from their billets and horse-lines, while "visitors" consisted entirely of "vets." (well muffled up) and R.A.M.C. and R.A.V.C., "Special" orderlies. The ears of deceased horses were cut off (as is customary in such an emergency) and removed for blood tests to be made, when all were relieved subsequently to hear "officially" that the scare was unneces-

sary, and all that was wrong was that the impurities and filth generally on this particular farm had—while not actually killing men (several were bad enough, however, to have to be sent home to England, including Sergeant Luck), yet it was decimating the horse-lines. To those unused to the horrors of War, and who had so far escaped the epidemic in its virulent form, although feeling far from fit and vigorous in consequence—there was given the mighty unpleasant and hefty job of *burying* the dead horses (cremation being the order later), which we will leave to the imagination.

The daily work and routine hereabouts consisted principally of exercising horses, supplying guards and mounted orderlies (also motor dispatch-riders) to Divisional Headquarters at the Chateau of Pradelles near by, while Sergt. Major Beeson gave sword drill, mounted, to the remainder, in the fields adjoining the farm; these drills are well remembered by most for the cutting (!) but well-meant remarks hurled at the unfortunate troopers, who, doubtless, well able at times to “swing the lead,” were not—in the beginning anyhow so well versed in swinging the cavalry sabre. However, all things must have a beginning, and the doughty “S.M.” if not actually producing a *Troop* who could face a critical Olympia audience, certainly did not require the mythical basket “to pick up the horse’s ears,” as at times loudly proclaimed to cavalry recruits by Warrant and other N.C.O.’s

At the end of a fortnight or so, rumours of a move (by the whole Division) were in the air, and as a preliminary, several officers and N.C.O.’s left to “visit the trenches” in the Ypres sector; they returned, fortunately, none the worse for same, although one or two *nearly* paid the penalty (from the ever vigilant enemy snipers) of poking their heads over the parapet, despite warnings, in a vain effort at spotting a *real* live Hun.

On February 2nd, 1915, general orders came for a move

forward, and "B" squadron gladly saddled-up and left Petit-sec-Bois, for the last time, to join the line-of-march by the whole 28th Division to Ypres; this march (the whole Division occupying nine miles of road it is remembered) was particularly interesting to all concerned, as the whole way consisted of relics of one sort and another, of the past desperate fighting of the previous two or three months, when the channel ports were possibly in greater danger than before or since (the fighting during early 1918 around Meteren and Strazeele during the great *final* German attack, not excepted); roadside graves, hastily dug, with a little wooden cross surmounted by the late soldier's khaki cap, this being some good time before "Tin Helmets" had come into their own; here and there trenches, mostly dug by the French (we were told), with no traverses, much too wide to offer protection from shell fire, and two or three feet in muddy water into the bargain; outside these one also saw the first barbed wire entanglements. What our infantry really had to put up with in these early months, not even properly fitted out (as the majority were later on), will remain always one of the *greatest* feats of endurance, and sheer grit, that the Great War produced.

The route, in the case of "B" squadron, lay through Strazeele, Meteren, Bailleul, Locre, Ouderdom and Reninghelst; *Bailleul* (known to all throughout the War as "Baloo") in particular in those days being packed with troops and transport of the allied nations, and being altogether a comparatively "lively" spot; it was, however, soon afterwards, and at regular intervals later, "strafed" out of all recognition by a wily enemy, who fully realized its value to our troops, so near the fighting line. At *Locre*, a mere hamlet about three miles only from the trenches at Kemmel Hill, but where during 1915 one could not only get a hot bath, but actually play a game of billiards (of kinds), the Surreys had the pleasure of meeting members of the famous "H.A.C." 1st Battalion, then resting from the trenches at Kemmel, and

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who had been "out there" since the end of October, 1914. Many were the acquaintances and friends soon recognised, and during the half-an-hour's enforced halt in the main village street, conversation waxed both interesting and eloquent. The majority of these really *splendid* fellows (all "well-to-do" sons of middle and upper class families, "doing their bit" as humble privates, in the main), were subsequently killed and wounded, particularly around Hooze, that dreaded spot in the Salient—among the former being that jolly good fellow and well-known athletic "Blue," the late Private Kenneth Powell, of Reigate, who endeared himself to all and sundry, in or out of the Army, and who met an untimely death from a sniper's bullet at Kemmel. His body was actually being buried in the little village churchyard as our men passed through.

Every mile now one realized their proximity to the actual trenches; terribly muddy roads, getting steadily worse, much transport, ambulance, and other vehicular traffic, at times blocking the already congested thoroughfares. It was at several cross-roads, that men of "A" squadron, acting as "Mounted Military Police"—directing traffic, were first seen by their comrades of "B," and congratulations were mutual, although needless to say there was no time to stop then to compare experiences, but it was noticeable that these "veterans" of at least one month's active service, adopted that "old soldier" condescension (all in good part) as is usually handed out to the "rooky," or *new arrival* at the front. Parties of mud-bespattered and grimy-looking infantry were also passed, and who being straight out of the trenches, gave a very clear idea of the condition of the latter. Most of them scarcely resembled soldiers at all, very few having caps, mostly wearing Balaclavas, mackintosh ground sheets over their overcoats, and not a few preferring—or of necessity wearing—sheets of paper round their legs, tied tightly with string in place of puttees.

(N.B.—Some told us they preferred them to the equivalent of blotting paper.—Ed.)

The strained look on their faces, as they eagerly begged “ fags ” (that wonderful solace) from the newly-arrived and *then* smart looking troops, showed the mental and physical strain they had endured, but as they were bound for hot-baths and a general clean-up in Locre, very soon afterwards, no doubt, they were once again recognizable.

“ B ” squadron’s destination was once again not too easy to locate, be it said, one troop at least not finding the Farm in question (on the outskirts of Poperhinge, and on the main Ypres road), until a late hour in the evening, their particular ride in doing so taking them in dangerous proximity to the trenches, and certainly at times under artillery observation, without a doubt—in fact a stray shell from “ Jerry ” did find a resting-place not far away from one of their temporary halts, which happened to be adjoining some French artillery units (i.e., the famous 75’s) which, as was their wont, were out in the *open* behind a hedge in this instance, and but slightly “ camouflaged ” with netting over them covered with boughs. Apart from their world-wide renown and immense value, one should take the opportunity, if at hand, of reading what Field Marshal von Hindenburg, the great German Generalissimo, has to say about the quick-firing powers of these guns, and incidentally the great *loss* suffered through same to his troops throughout the war, in that very fine autobiography he has written of his life, entitled: “ Out of my life,” the English edition of which was published by Messrs. Cassell & Co., Ltd., in 1920. This particular troop of “ B ” squadron had been considerably delayed also by assisting the squadron transport wagons, which under Sergt. Flowers had got stuck up to their axles in a particular bad stretch of road near Brandhoek, and which took quite two hours to extricate, and hereby hangs a story. Two troopers were despatched dismounted (during the struggle to extricate wagons) to a particular hamlet in the

rear, to ask for immediate assistance, if available, from the Motor Transport section there. To cut the yarn short—the needed help never arrived—nor did the men return, and much speculation was rife as to their whereabouts, particularly when they failed to turn up later even at the farm billet, which was ultimately located by the tired Troop and Transport. At length, about 6 o'clock the *next* night, the absentees arrived, looking much perturbed and worn out, and related an alarming tale of woe and distress. It appears they wandered about in an endeavour to find the M.T. for several hours until darkness fell, when not knowing their bearings or seeing any lights to guide them, they decided to brave the icy night air, mist and rain, by sleeping in the open, rather than risk a premature demise by possibly being shot by our sentries, an easy matter enough at any time, if one did not know the "pass-word." They accordingly selected a rough bivouac under some trees, and passed an uncomfortable and eerie night indeed, watching the firework display on both sides in the near-by trenches, not to speak of listening to the crackle of rifle fire, and the intermittent rat-tat-tat of machine guns. Imagine their dismay when daybreak came, to see the ghastly sight of a stiff human arm and hand sticking out of the very mound of earth that they had chosen for their pillow. What they thought and did under the circumstances, can be best left to the imagination, but before their uncanny adventures had finished, to add insult to injury, they were arrested as deserters into the bargain (with risk of being "shot at dawn")—when wandering abjectly about, looking for the squadron billets. Needless to say, although seriously cross-examined, and considerably scared, they eventually were returned safe and whole, wiser but sadder men. (N.B.—It is not recorded that they were "mentioned in Despatches" either.)

The new Farm Billet (No. 2) and opposite worse hovels occupied by the 3rd Middlesex Regiment, was little better than the previous one, although the horse-lines were close to the



Photo : Miles & Kay.

Lieut.-Col. Sir JOHN HUMPHERY.

Succeeded Lord Ashcombe in 1912 as C.O. Surrey Yeomanry.

cal barn and the buildings were the different "Pops" to their living quarters; the ranch, however, was of a consistent of glass and a good deal of time was spent in trying to clear the air of a few not appreciable difference. The close proximity of the barns (which) from the trenches, rock-like and as a rule, and interesting, while daily visits from the aeroplanes, which in those days, which flew at a great height always owing to the welcome they received from our "A" and "C" companies, and stationed nearby, led to the daily flights, which were made to the ground, but at a distance of about 100 feet, and the numerous and different objects which were seen to be disappointed on the way.

On the 11th of January, Mr. [redacted] had to leave
 [redacted] and was [redacted] [redacted] casualty during
 [redacted] at 12 February. [redacted] did not return until February
 1941.

Upon proceeding overseas—B" squad, now an independent unit; besides their own officers, were accompanied by the officer then commanding the "Regiment, Lt.-Col. John Humphery, also their Adjutant, Capt. Fitzmaurice (1st Regt. of Dragoons), who accompanied us up to Ypres, while the former in the almost unbroken continuity both as officer and active C.O. present, yet without ever leaving his command (he was severely wounded at the battle of Loos). The Town-Major in the city of Ypres, a man of considerable ability and indeed dangerous ability, was a thoroughly experienced military life similar "cushy" and more than competent in the art of communication, well in the rear, or rather in front. The Colonel was frequently to be seen riding about his duties in Belgium state, with the exception of his trusty mounted orderly batman (Cornet St. John), but eventually—owing to illness—was evacuated to England, having "done his bit"—and personally indeed, seeing that his regiment having been separated into independent squadrons, as previously stated.



Photo. Wills & Knap.

Lieut.-Col. SIR JOHN HUMPHERY.

Source: Lord Ashcombe in 1912 as C.O. Sussex.

several barns and outbuildings where the different "Troops" had their living quarters; the mud, however, was of a consistency of glue, and a good deal of time was spent in trying to clear same away—without appreciable difference. The close proximity (some five or six miles) from the trenches, made life a bit more exciting and interesting, while daily visits from enemy aeroplanes (Taubes in those early days) which flew at a great height always, owing to the *warm* welcome they received from our "Archies" (anti-aircraft guns) stationed near by, added to the daily thrills. Exercising horses was the principal work, but at any moment the men expected more dangerous and thrilling occupation, and they were not to be disappointed ere many weeks had passed.

On the 7th February Major Borwick had to leave "sick," and was admitted to hospital (No. 5 Casualty Clearing Station) at Hazebrouck, and did not return until February 18th.

Upon proceeding overseas, "B" squadron (now an independent unit) besides their own officers, were accompanied by the officer then *commanding* the Regiment, Lieut.-Col. Sir John Humphery, also their Adjutant, Capt. Hodgson (1st Royal Dragoons), who accompanied them up to Ypres, where the former in the almost unique position of being both a willing and *active* C.O. present, yet had no actual regiment to command (!), was solaced, or otherwise, with the appointment of Town-Major in the city of Ypres itself a mighty unpleasant and indeed dangerous job in that stricken locality, and very unlike similar "cushy" and more or less secure posts on the lines of communication—well in the rear, or at the base. The Colonel was frequently to be seen riding about his duties in solitary state, with the exception of his trusty mounted orderly and batman (Corporal Scott), but eventually—owing to illness—he was evacuated to England, having "done his bit" very patriotically indeed, seeing that his regiment having been separated into independent squadrons, as previously stated.

was automatically deprived of his command. The Colonel subsequently received the French Legion d'Honneur for his services.

Capt. Hodgson eventually left "B" Squadron near Ypres to command a squadron of his old regiment, the 1st Royal Dragoons, of which he was later Commanding Officer, on returning to England, subsequently (1928) Commanding a Brigade of Cavalry at Aldershot.

An interpreter joined "B" squadron on landing at Le Havre, but like the majority of such well-intentioned gentlemen (they were "volunteers," being either medically unfit or in some other way ineligible for the French Army), he at first spoke very little English that could be understood anyhow, despite his assertion that he had previously been attached to the 9th Lancers, until they (and the Queen's Bays) were practically annihilated by riding almost on top of two batteries of concealed German Field Guns. As a ranking warrant-officer he was entitled to a "Batman," but no one seemed desperately keen to accept the position at first, and as most of the officers and O.R., apparently, could "interpret" better for themselves, for immediate requirements, his position became more ornamental than useful. Later on, however, when billeted on Flemish farms, he certainly proved his *value*, for the extraordinary "patois" prevalent in Flanders (i.e., a mongrel French, Belgian, Dutch and what not combined) completely beat our "experts" in languages, whereat Monsieur — twirled his moustachios upward more vigorously than usual, and smiled a smile of wisdom, as much as to say: "Who says I can't interpret now?"

CHAPTER III.

THE "SECOND BATTLE OF YPRES" AND FIRST BIG GAS ATTACK!

"A" AND "B" SQUADRONS PARTICIPATE IN AN HISTORIC BATTLE.

IT will always be remembered with pride by the Surrey Yeomanry that they had two Squadrons attached to the 27th and 28th Regular Divisions, and that they took even a humble part in the doings of these famous Divisions for some two years. At this distance of time it is not easy to remember the hundred and one odd jobs that "A" and "B" Squadrons were called upon to do, behind the line, among other things as escort to their respective Corps and Divisional Headquarters staff. (N.B.—See detailed accounts on other pages of this work.—Ed.) Suffice it to say that what they did was done with enthusiasm and energy. There are those who have the quite wrong impression that the Cavalryman's lot was a sinecure in the late war. Let us state here that the majority of such critics have obviously little knowledge of the actual facts; the cavalry lost heavily both in the Western and Eastern Theatres of war, and in the latter were mainly instrumental for the surrender of the enemy.

Prior to the great Battle of Ypres (second), as is related elsewhere, the Surreys, and others, were called upon to dig reserve trenches particularly at Broodseinde, that section of the Salient afterwards held by the 83rd and 84th Brigades, 28th Division, information having been received of a possible big German attack in the near future. This is the sort of work

best suited for "Navvies"—let it be emphasized here, but when hard put to, even the feeblest of the human species (in protection of his life and property), seems to be possessed of supernatural strength and energy, and the work was done nightly with zest—despite occasional shell and rifle fire and several casualties.

We cannot do better here than give a sketch of this battle and preceding events, i.e., from the pen of England's greatest novelist and war historian, Sir Arthur Conan Doyle, told in his inimitable way in "The British Campaign in Europe, 1914-18" (10/6), Geoffrey Bles (publisher)—in which after recapitulating the general situation, he goes on to state:—

"The British Army was still gradually relieving French Troops (who had previously relieved them)—thus in the North the 27th and 28th Divisions occupied several miles held in the Ypres Salient by General d'Urhal's men. Unfortunately these two splendid Divisions, principally composed of men who had come straight from the tropics, ran into a peculiarly trying season of frost and rain, which inflicted great hardship and loss on them. The trenches they took over were also not only in a very bad state of repair, but had actually been mined by the Germans, and which latter exploded shortly after the arrival of the new occupants. Enemy pressure was incessant and severe in this part of the line, so that the losses of the 5th Army Corps were for some weeks considerably greater than all the rest of the line put together. Any temporary failure was in no way due to weakness—as these Divisions were to prove their mettle in many a future fight—but came from the fact, no doubt unavoidable but none the less unfortunate, that these troops before they had gained practically any experience, were placed in the very *worst* trenches in the whole British line. The 'trenches' (so-called) scarcely existed, and the *ruts* with which we honoured the name, were liquid, and where the Infantry crouched in a morass of water and mud; living, dying, dead and wounded together for 48

hours at a stretch. Add to this the weather was bitterly cold with incessant rain, and more miserable conditions could hardly be imagined. In places, too, the enemy trenches were only 20 yards off, and the shower of bombs was incessant. Most Brigades were strengthened by the inclusion of one or two of the original 1st line Territorial Infantry Battalions to arrive in France.

"It may be remembered that the northern line of the Ypres position, extending from Steenstraete to Langemarck, with Pilken somewhat to the south of the centre, had been established and held by the British during the fighting of October 21st, 22nd and 23rd (1914). Later, when the pressure upon the British to the east and south became excessive, the French took over this section. The general disposition of the Allies on the fateful 22nd of April was as follows: The Belgians still held the flooded Yser Canal up to the neighbourhood of Bixschoote; there the line was carried on by the French Eighth Army, now commanded by General Putz, in the place of General d'Urbal. His troops seem to have been all either Colonials (Algerians) or middle-aged Territorials,* two classes which had frequently shown the utmost gallantry, but were less likely to meet an unexpected danger with steadiness than the regular infantry of the line. These formations held the trenches from Bixschoote on the canal to the Ypres-Poelcapelle Road, two thousand yards east of Langemarck, on the right. At this point they joined on to Plumer's Fifth Corps, the Canadian Division, 28th and 27th British Divisions, forming a line which passed a mile north of Zonnebeke, curling round south outside the Polygon Wood to the point where the 5th Division of the Second Corps kept their iron grip upon Hill 60. The average distance from Ypres to all these

* The French "Territorial," so classed, is quite different to our own, being a kind of Special Reserve of time-expired soldiers who can be called up in an emergency and used behind the line guarding lines of communication, bridges, prisoners and such like, thereby releasing thousands of younger men for the actual fighting line.—Ed.

various lines would be about five miles. General Smith-Dorrien, as commander of the Second Army, was general warden of the district.

"Up to the third week of April the enemy opposite the French had consisted of the Twenty-sixth Corps, with the Fifteenth Corps on the right, all under the Duke of Württemberg, whose headquarters were at Thielt. There were signs, however, of secret concentration which had not entirely escaped the observation of the Allied aviators, and on April 20th and 21st the German guns showered shells on Ypres. About 5 p.m. on Thursday, April 22nd, a furious artillery bombardment from Bixschoote to Langemarck began along the French lines, including the left of the Canadians, and it was reported that the 45th French Division was being heavily attacked. At the same time a phenomenon was observed which would seem to be more in place in the pages of a romance than in the record of an historian. From the base of the German trenches over a considerable length there appeared jets of whitish vapour, which gathered and swirled until they settled into a definite low cloud-bank, greenish-brown below and yellow above, where it reflected the rays of the sinking sun. This ominous bank of vapour, impelled by a northern breeze, drifted swiftly across the space which separated the two lines. The French troops, staring over the top of their parapet at this curious screen which ensured them a temporary relief from fire, were observed suddenly to throw up their hands, to clutch at their throats, and to fall to the ground in the agonies of asphyxiation. Many lay where they had fallen, while their comrades, absolutely helpless against this diabolical agency, rushed madly out of the mephitic mist and made for the rear, over-running the lines of trenches behind them. Many of them never halted until they had reached Ypres, while others rushed westwards and put the canal between themselves and the enemy. The Germans, meanwhile, advanced, and took possession of the successive lines of

trenches, tenanted only by the dead garrisons whose blackened faces, contorted figures, and lips fringed with the blood and foam from their bursting lungs, showed the agonies in which they had died. Some thousands of stupefied prisoners, eight batteries of French field-guns, and four British 4.7's, which had been placed in a wood behind the French position, were the trophies won by this disgraceful victory. The British heavy guns belonged to the Second London T.F. Artillery, and were not deserted by their gunners until the enemy's infantry were close upon them, when the strikers were removed from the breech-blocks, officers and men alike fighting their guns to the last after the tradition of their corps.

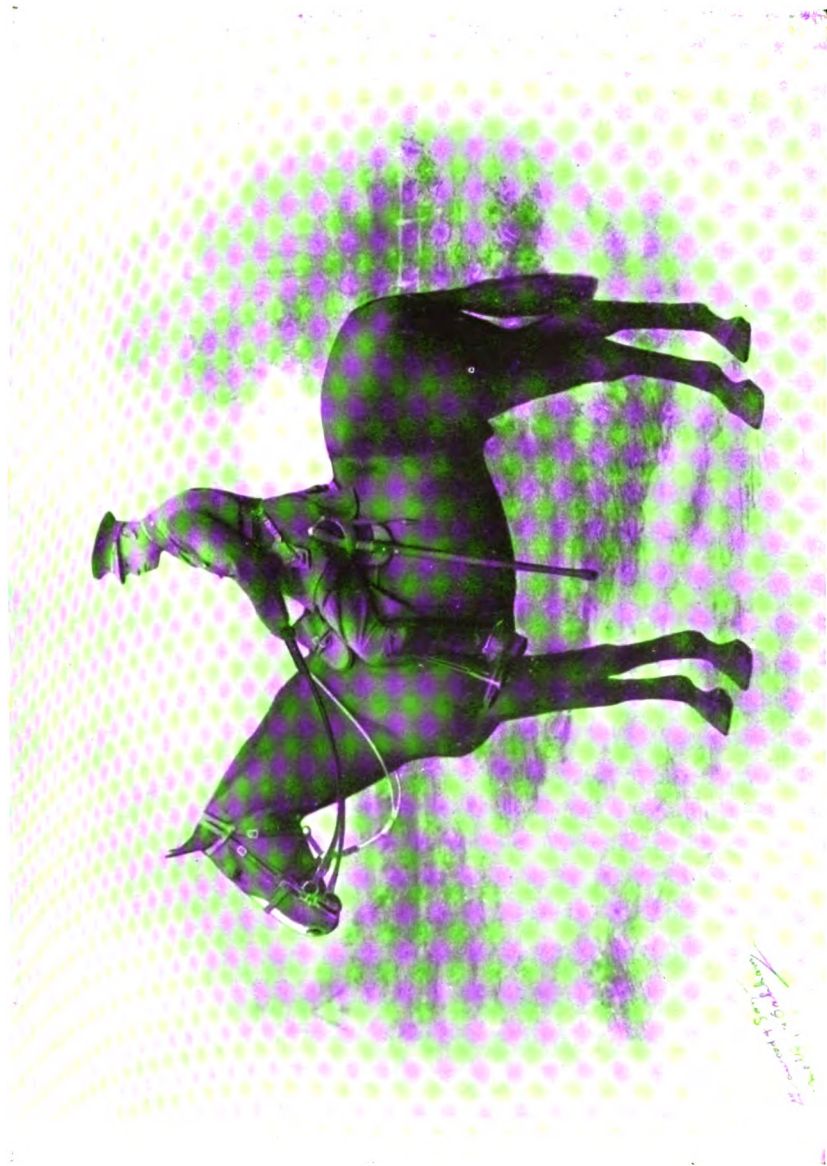
“ By seven o'clock the French had left the Langemarck district, had passed over the higher ground about Pilken, and had crossed the canal towards Brielen. Under the shattering blow which they had received, a blow particularly demoralising to African troops, with their fears of magic and the unknown, it was impossible to rally them effectually until the next day. It is to be remembered in explanation of this disorganisation that it was the first experience of these poison tactics, and that the troops engaged received the gas in a very much more severe form than our own men on the right of Langemarck. For a time there was *a gap five miles broad* in the front of the position of the Allies, and there were many hours during which there was no substantial force between the Germans and Ypres. They wasted their time, however, in consolidating their ground, and the chance of a great coup passed for ever. They had sold their souls as soldiers, but the Devil's price was a poor one. Had they had a corps of *cavalry* ready, and pushed them through the gap, it would have been the most dangerous moment of the war.

“ Gradually, out of the chaos and confusion, the facts of the situation began to emerge, and in the early morning of April 23rd, French saw clearly how great an emergency he had to meet and what forces he had with which to meet it.

The prospect at first sight was appalling if it were handled by men who allowed themselves to be appalled. It was known now that the Germans had not only broken a five-mile gap in the line and penetrated two miles into it, but that they had taken Steenstraate, had forced the canal, had taken Lizerne upon the farther side, and had descended the eastern side as far south as Boesinghe. At that time it became known, to the *great relief* of the British higher command, that the left of the Canadian 1st Brigade, which had been thrown out, was in touch with six French battalions—much exhausted by their terrible experience—on the east bank of the canal, about a mile south-east of Boesinghe. (N.B.—This information was given by Lieut. Colman, of the Surrey Yeomanry, as mentioned elsewhere.—Ed.) From that moment the situation began to mend, for it had become clear where the reinforcements, which were now coming to hand, should be applied. A line had been drawn across the gap, and it only remained to stiffen and to hold it, while taking steps to modify and support the salient in the St. Julien direction, where a dangerous angle had been created by the new hasty rearrangement of the Canadian line.

"It has been said that a line had been drawn across the gap, but dots (i.e., 'strong-posts') rather than a line would have described the situation more exactly. Patrols had reached the French, but there was no solid obstacle to a German advance."

To continue the Surrey's own story and doings in this dangerous affair, it should here be stated that it was during the period of anxiety (from April 27th to May 18th) that "B" Squadron (as well as "A" attached to the 27th Division, whose individual doings we mention elsewhere in the pages of Part II) were called upon to carry out actual mounted work of *importance* for the 28th Division, even if only in a subsidiary way. Lieut. F. G. D. Colman, having reported to Divisional H.Q., was instructed by the Divisional Commander,



Major F. G. D. COLMAN.

Present Commanding Officer—Surrey Batteries (98th Queen Mary's Brigade, Royal Artillery, T.F.), late "A," "B" and "C" Squadrons, Surrey Yeomanry, who served with "B" Squadron throughout entire war.

Major-General Bulfin, to advance with a party towards the front line and get into touch with the flanks of Divisions forming the gap, on a front of quite 5 miles in the most *vital* part held by the French and British; the officer and a small patrol pushing forward rapidly, firstly to try to get into touch with the Lahore Division flank, fortunately succeeded in doing this, and supplying the Divisional Commander with an accurate description of the dispositions of troops on both sides of the gap, which must have been a very great relief to the Corps and Divisional Commanders and staff generally (Lieut. Colman being later mentioned in despatches). There is no knowing the full *value* of this difficult piece of work, particularly as the French Colonials—as stated in Sir A. Conan Doyle's thrilling description on another page—were absolutely entirely out of hand. Large parties of these stragglers, without officers or N.C.O.'s even, besides remnants of numerous other regiments, both French and British (Canadians) were "rounded-up," and eventually once again organised into some fighting value and cohesion, only in the nick of time, it may be added.

Furthermore during the whole of this critical period, "B" Squadron supplied Battle-Posts (consisting of an N.C.O. and three men) behind the firing line, on all roads leading into the fiercely burning town of Ypres; having, in addition, two "posts" in the said town itself, in distinctly *hot* positions! A troop officer was employed in constantly visiting these different "posts" and receiving reports. Large numbers of stragglers were stopped and collected—who during the intense fighting had become temporarily detached from their units, and when found fit enough, were immediately returned to duty in the gap. One troop would be thus employed for every 24 hours, the others helping to clear roads that had become impassable through fallen trees and shell-holes.

These "Battle-Posts" should not be confused with a line of "strong-posts" immediately behind our 1st line trenches;

the latter consisted of craters surrounded with barbed wire, and large enough to hold an entire troop, the idea being that if the Infantry were driven out of the front line and retired to the 2nd line trenches—the " strong-posts," held by the Divisional Cavalry and Cyclists (the former being the Surrey and other Yeomanry units), should check the German advance on the 2nd line trenches.

Capt. Mirrielees of the S.Y., and Lieut. Greville Williams of the Cyclists, made a reconnaissance of the " posts " and found them inadequately wired, the latter's orderly being shot through the neck and killed. It will be realized, therefore, the position of all was most unenviable, awaiting as our men did almost certain death, as soon as the enemy took it into his head to advance *en masse*, and which he eventually did, the ultimate fate of the " posts " being that they were overrun and wiped out by the German advance, but the Surrey Yeomen concerned must to this day thank their lucky stars that they had only a day previously been relieved by the Northampton Yeomanry, who were killed almost to a man in said " posts." As mentioned previously, had they followed up their advantage to the full and pressed large numbers of *cavalry* into service at the critical moment, there is no doubt that the Channel Ports would probably have fallen—and who knows, a different end made to the War thus early? The enemy were, however, themselves in return later fiercely assailed by strong reinforcements of British, French and Canadian Divisions, that had been speedily re-organised and brought up, as soon as the *actual position* had been discovered; in this dashing counter-attack at such a vital moment, eternal credit must always be given especially to the poor old worn-out and depleted 28th Division, who, as stated previously, had only a week or so before been withdrawn from the line; the bulk of the men were in their shirt-sleeves, playing football among the mud pools, when the " assembly " and " fall-in " was sounded by the buglers, and having their rifles and equipment

always near them—even when “resting” (so called)—it was only the work of moments before realising that something terrible had happened, they hastily put on their equipment, many just as they were in their shirt-sleeves, and doubled off towards the enemy, who were now coming through in large waves on every side—being cruelly shelled as they advanced by the creeping enemy barrage, before ultimately throwing themselves down behind any meagre cover that offered, when those still surviving in their turn took toll of the enemy, until rifles either became too hot to hold or ammunition gave out altogether! Suffice it to say, as mentioned elsewhere in these pages, they held the ground and “saved the situation,” to the everlasting credit and glory of the wonderful little British Army of *all kinds*. Both Majors Calvert and Borwick, commanding “A” and “B” Squadrons respectively, were mentioned in despatches, also Lieuts. Colman and H. Bell, and Major Calvert subsequently awarded the Distinguished Service Order, for his services at this battle. Among O.R., the French *Medal Militaire*—virtually the French equivalent for “Rankers” of our V.C. (being strangely enough *only* eligible for N.C.O.’s, privates, and general officers)—was awarded to Lance Corporal Langlands; as also in 1916 to that *veteran* S./Q.M.S.-T. E. Barnard of “B” Squadron, “for services rendered to the Town Major of Ypres during the battle”; this popular N.C.O. was a *veteran* well over military age, at the time of volunteering for active service in 1914; in fact, was one of the earliest pre-war men to rejoin the Regiment, but who refused to be baulked by his age, and succeeded in proceeding not only overseas with the Squadron, but into the *thick* of the fighting, for which he received the great honour mentioned. (Note:—Not to be confused with L./Corp. F. P. Barnard, *also* of “B” Squadron, who subsequently was awarded the British Military Medal and Italian Bronze War Cross, for signal bravery in action in Salonica, later in the War; see list of awards, Appendix II.—Ed.)

Among O.R. also mentioned in despatches on this occasion were S./S.M. (later R.S.M.) J. C. Rawdon, S./S.M. A. H. Shields and Private W. H. Barley, altogether as creditable a showing, considering their paucity of numbers (the two Squadrons totalling little over 200 in all), as could be shown by any other *unit* of the British Army in a single action.

Before concluding this important chapter, a brief account may be of interest, as related by an officer of "B" Squadron, who was present throughout the battle. Says he:—"Officers and O.R. of 'B' Squadron will not soon forget the 2nd Battle of Ypres. What a nightmare it was indeed! We were then in Farm Billets outside Poperhinge on the Elverdinghe Road, uncomfortably near the large aerodrome there, which of course attracted enemy aviators' bombs—not to speak of occasional well-directed gun fire. The men were in the farm buildings, with horses nearby, while the officers occupied a small villa with a modest garden some 600 yards further down the road towards 'Pop.' The first incident of note, on or about April 22nd, 1915, was a 15 inch shell falling plump into our small garden which caused a hole some 40 to 50 feet in diameter and reaching up to the very edge of the important main road itself (in constant and crowded use always); the roof of the house was practically blown away, but not a soul was even touched, strange to relate. Other shells were falling in the fields and round the Squadron itself pretty freely, so we ran to the Farm to see what damage had been done—expecting to see a fair percentage 'laid-out'; here again the extraordinary good luck of the Surrey Yeomanry was evident, as beyond one horse killed, none of the men had received worse than a good shaking and no doubt considerable shock. Part of the roof of the barn had been taken off, upon which everyone 'beat it' for safety to the open fields adjoining, thinking the enemy artillery had found a mark, supposing it to be the adjacent aerodrome, which no doubt was the case. As we arrived, there was another

explosion, upon which I personally made off at some considerable speed, but finding myself being overtaken by several O.R., and remembering my rank, I called a halt with some vehemence, and ordered everyone back to billets, shells or no shells."

Sir A. Conan Doyle's account of this shelling is as follows:—"One incident of this period may be quoted as showing the peculiar happenings of modern warfare. The town of Poperinghe was at this time the chief dépôt for stores and a resting-place for wounded, being seven miles or so to the rear of the line. Great surprise and confusion were caused, therefore, by a sudden fall of immense shells, which came out of space with no indication whatever as to their origin. They caused more fright than damage, but were excessively unnerving. From their measured fall it was clear that they all came from one single gun of gigantic power behind the far distant German line. To the admirable aeroplanes was given the task of solving the mystery, and regardless of gun-fire or hostile craft they quartered the whole country round, until at last, by a combination of luck and skill, they concluded that a Belgian barn, five miles behind the enemy line and *twelve from Poperinghe*, was the lair of the monster. A large British gun came stealthily up and lay concealed till dawn when it opened upon the barn. The third or fourth shell went home, a magazine exploded, the barn went up, and there was peace henceforth in Poperinghe." (British Campaign in Europe, 1914-18.)

"The next thing we saw, to our astonishment, was thousands of strange dusky coloured Infantry (i.e., French Algerians) yelling and shouting, dashing in all directions across the fields from the direction of Ypres, where the shelling was now terrific; many of the men were clutching their throats, coughing and spitting froth and blood, and as we then had not the vaguest idea of the cause, the effect on our own nerves may be understood—especially after our recent experience of

heavy calibre shell-fire. Officers who endeavoured to stop the runaways elicited nothing but grunts, or an occasional ' c'est les Boches,' with a terrified look and gesture behind them. Orders were of course promptly given to saddle-up, and the Squadron ' stood-by ' for an interminable space of time, nobody feeling particularly comfortable as can be imagined, as hundreds upon hundreds of distraught troops continued to rush by, for hour on end. Next morning the roads were choked with troops, when to add to the dreadful confusion the Cavalry Corps rode up and received orders to dismount and march straight up as infantry to the trenches, their horses blocking the narrow and already congested roads; an occasional shell-burst had the expected effect of causing various stampedes, and dozens of them at a time were perceived galloping madly about, thus adding to the general danger and confusion. It is a time that will never be effaced from our memories, but was after all mere child's-play compared to the other poor devils actually in the gas fumes and firing line itself."

Upon the subsequent doings of "A" and "B" Squadrons (after this initial ordeal) we shall have much to say in subsequent chapters--mainly from the pens of Major D. Mirrieles and Capt. F. R. Phillips.

Before concluding this chapter including some of "B" Squadron's activities during 1915, we give the following splendid letter of praise and appreciation received later from the G.O.C., 28th Division, addressed under date October 11th, 1915, to the O.C. "B" Squadron (Major G. O. Borwick), and issued by him in daily orders dated October 13th:—

General H.Q.
11/10/15.

Dear Borwick,

The Doctor has placed me on the sick-list, and I go home to-morrow for a rest. I am prevented from *personally thanking*

you and your gallant Squadron for all the good work so cheerfully done for me. Will you thank them all for me? The best of luck to you all.

Yours Sincerely,
(Sgd.) *E. F. Bulfin*,
Major-General,
Commanding 28th Div.

(NOTE.—Coming in addition to similar eulogies paid to “ C ” Squadron by Generals Sir Ian Hamilton and Hunter-Weston, the Regiment may well be proud indeed.—Ed.)

CHAPTER IV.

“THE 1/1ST REGIMENT: 1914-15.” WITH “A” SQUADRON IN FRANCE AND FLANDERS.

FOREWORD.

CAPTAIN F. R. PHILLIPS, M.C., late of “A” squadron, has given the following interesting account of that squadron’s individual doings, when attached to the 27th Division on the Western Front:—

(He subsequently deals with their Salonica Experiences in Part IV. of the book.)

The only sources from which the information for the History of the Squadron can be taken are from its official War Diary or Intelligence Summary, and from the memory of the officers and men who took part in the events here chronicled.

Only those who were responsible for the writing of the official War Diary on the well-known Army Form C 2113 will realise how meagre is the information to be gathered from this source. The custom of the Army requires that daily entries be made into the Diary, and at the end of each month the entries so put together be forwarded to the headquarters of the unit’s formation, to be transmitted subsequently to the safe keeping of the Home Record Offices. In actual practice, however, owing to the very nature of the campaign, it will be understood how almost impossible of fulfilment is this otherwise admirable rule laid down by the Higher Command.

It would frequently happen that for days on end a unit would be continuously on the move or engaged in active operations. The attitude of the officer, too, towards the War Diary, while his mind and body were so strenuously devoted to other considerations more important at the moment, was usually one of bored contempt, with the result that the History of the unit suffered grievously.

It is a matter for regret that none of the officers or men of the squadron kept any private diary or records. Nine years have now elapsed since the regiment was demobilised. Many events, which may have seemed trivial at the moment, would now form interesting reading; but the memories of those who took part in these stirring times are already growing dim, with the result that once again the History of the Squadron suffers, and many gallant actions and important events must remain unrecorded.

The History of "A" squadron of the Surrey Yeomanry falls into three parts:—

- (I.) Period of training in England from August 4th, 1914, the date of mobilisation, until December 21st, 1914, the date of its embarkation for France.
- (II.) Period on the Western Front in France until its departure from Marseilles to Salonica.
- (III.) Period in the Near East until the Armistice and its subsequent demobilisation.

Of the first part, unfortunately, there are no written records at all; and of the second and third parts the records are somewhat scanty and for some months altogether missing.

The narrative of the squadron in the following pages only deals with the period from the outbreak of the war until December 31st, 1916. On the last-named date the squadron was incorporated into the 16th Corps Cavalry Regiment in Salonica and therefore ceased to possess a separate identity as

an independent unit. For the doings of the squadron from the beginning of the year 1917 until its final demobilisation it is necessary, therefore, to refer to the pages devoted to the history of that regiment. (See Part IV.)

I.—EARLY DAYS OF THE WAR.

On July 26th, 1914, the Surrey Yeomanry, which consisted of headquarters and three squadrons ("A," "B" and "C"), assembled at Bordon Camp for its annual training. For this particular training the regiment was detailed to carry out its duties in conjunction with the Territorial Home Counties Division as its Divisional Cavalry, and the programme which had long previously been arranged was that the Division, with its cavalry, should march by easy stages from Bordon Camp to Salisbury Plain.

No thought of war, other perhaps than that the annual training might be regarded as a preparation for war, entered into the minds of any officer or man who came to camp on that beautiful Sunday in July. Only after the march towards Salisbury had been in progress for two or three days did it become apparent that there might be some trouble brewing in the Balkans. But the Balkans, after all, were a long way off, and in any case the Territorials could only be used for service abroad in the event of a national emergency to be declared by Parliament.

Officers and men therefore continued to enjoy the training as though it were, as usual, almost an annual holiday. Had it been even remotely imagined that the fortnightly training might be protracted for four years, and that the khaki service dress and not civilian clothes would be worn till the end of the year 1918 or later, it is probable that the high spirits and careless laughter displayed might have given way to more serious thoughts.

After a comparatively uneventful march the Home Counties

Division and the Surrey Yeomanry eventually reached the outskirts of Salisbury Plain. By this time the European situation had become full of menacing possibilities. Nobody, however, was prepared for the suddenness with which the order for mobilisation came. The Surrey Yeomanry were instructed to return to London, to mobilise, and to proceed to their war stations immediately. All the units of the Home Counties Division, of course, received similar instructions. The quickest way to return to London was naturally by train; but when many thousands of troops attempted to do so simultaneously by the same railway line and from the same station, the ensuing confusion and delays can be better imagined than described.

From this moment the real war experiences of the squadron may be said to have begun. For two days and a night officers and men remained with their horses in a field adjoining Amesbury Station. During all this time the rain fell ceaselessly and in torrents. There was no shelter of any kind to be had. Owing to the unexpected mobilisation order the rationing arrangements for the troops became completely disorganised. The supply of food and fodder simply ceased. Nor was it possible to buy to any great extent locally, owing to the numbers of troops and animals involved. The railway officials worked heroically, but owing to the extreme discomforts of the situation they came in for much hearty abuse. It was impossible to leave the station, because each train was to be the next to remove the squadron to London. Many trains, however, came and left before at last a miserable, hungry, drenched squadron left its sodden field. The next two days passed in a whirl of activity. Horses had to be requisitioned, for those used at the annual training had been given up for the use of a regular Cavalry Regiment. Equipment of all kinds had to be completed. In fact, every officer and man was compelled in these two days to make his own final dispositions before leaving his home for the war station of the regiment,

prior, for all he knew, to embarking for immediate service abroad.

The mobilisation of the squadron was completed in a remarkably short time, and two days after reaching London Major C. A. Calvert, then commanding “ A ” squadron, rode forth from Clapham Park (the squadron headquarters) at the head of a fully mounted and almost fully equipped squadron, towards Maidstone, in Kent, the war station of the regiment. The distance from London to Maidstone is approximately forty miles; and as most of the men in the squadron were recruited from the London area, and in civil life followed sedentary occupations, it is creditable that not a man fell out on the march, and that not a man reported on the following day as suffering from any ill effects from this initial long and unaccustomed ride.

After spending one night in billets in Maidstone the squadron moved to Linton Park, where it remained a fortnight. During this period each day was devoted to squadron drill and to equipment inspections. The men were under canvas in the park, while the officers slept together in the racquet court belonging to the house.

It may be remarked here in parenthesis that the squadron was most fortunate in its original squadron leader. Major (now Lieut.-Colonel) C. A. Calvert was an ex-regular cavalry officer. In the critical early days of mobilisation and training the squadron benefited from his wide experience to a greater degree than can be calculated. His unfailing common-sense, his tireless devotion to his duty, and his almost unrivalled knack of nearly always getting his own way, afterwards on many occasions stood his squadron in very good stead. During the war he received the D.S.O., and was subsequently given command of the South Notts Hussars. Major Calvert's second-in-command was Capt. T. H. Barclay. The latter afterwards succeeded to the command of the squadron, and eventually lost his life at sea when returning to Salonica from leave. The



Photo : E. W. Copnall.

Lieut.-Col. C. A. CALVERT, D.S.O.

Commanded "A" Squadron during the early years of the War,
later commanding the South Notts. Hussars, also first C.O. Surrey
Yeomanry after demobilization.

"THE 1, 1ST REGIMENT: 1914-15." WITH

and he knew, to enlisting for immediate service

The collection of the squadron was completed in a matter of a few days, and five days after reaching London was sent to the front, then commanding "A" Squadron, 10th Cavalry, 1st Division, Paris, the squadron headquarters at the time being located in a fabulously equipped equine establishment in the city. The war season of the regiment was in its height, and the Warstone is approximately for a year and a half in the squadron were reported killed in action, and in civil life followed soldiers. The Warstone was the last man to fall out on 11th March 1918, and was reported on the following day as having been killed in action from this initial long and

...biliters in Multitop 100, where it remained a few days was devoted to squelching rats. The men were under orders to stay together in the

Major John A. Colburn was an ex-regular cavalry officer, and in his early days of mobilization and training the squadron benefited from his wide experience to a greater degree than can be calculated. His untiring co-operation, his cheerful devotion to his duty, and his almost unrivalled knowledge of the ways of his own way, after cards on the ground, kept the squadron in very good stead. During the war he was promoted to S.O., and was subsequently given the rank of Captain of the Hussars. Major Colburn's second-in-command was Captain T. H. Buckley. The latter afterwards became second-in-command of the squadron, and eventually lost his life while returning to Salonika from leave. The



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Lieut.-Col. C. A. CALVERT, D.S.O.

Commanded "A" Squadron during the early years of the War,
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regiment contained no more popular or gallant officer than Tom Barclay, and the circumstances of his death reveal the highness of his character. The following short account appeared in a local newspaper :—

" Major Barclay was on his way to rejoin his unit in Salonica when the ship upon which he was travelling was torpedoed. With a fellow-officer he boarded a floating raft, which subsequently drifted near to a man who was unable to swim. Major Barclay jumped into the water and gave up his place on the raft to the helpless man, and after the squadron leader had kept himself afloat for four hours he was rescued by a ship which had picked up the wireless S.O.S. Major Barclay lay down on the deck to rest, and some time later was found to be dead."

He was posthumously awarded the Albert Medal for saving life at sea.

The four original subalterns of the squadron were Lieut. H. J. Bell, Lieut. E. Bell, Second-Lieut. the Hon. G. Brodrick, and Second-Lieut. F. R. Phillips.

Lieuts. H. J. and E. Bell were the only two officers who remained continuously with the squadron from mobilisation until demobilisation. They subsequently became respectively leader and second-in-command of the squadron. Both received the Military Cross and a Greek decoration. Second-Lieut. G. Brodrick remained with the squadron for only a short period. He left the squadron during its training at Canterbury to become A.D.C. to General Sir Ian Hamilton, and afterwards accompanied the General in that capacity to the Dardanelles.

Second-Lieut. A. F. Druce was appointed to fill the vacant place, and he remained with the squadron until it was demobilised. He afterwards gained the Military Cross during the Balkan operations.

Second-Lieut. F. R. Phillips remained with the squadron

until December, 1916, when it was incorporated into the 16th Corps Cavalry Regiment, of which he was appointed its first adjutant. He was awarded the Military Cross during the Balkan campaign, and was finally given an appointment on the General Staff of the XII. Corps.

After a fortnight's stay at Linton Park the squadron moved, together with the remainder of the regiment, to a camp on the outskirts of Canterbury. Here the training was continued day after day with systematic vigour. It had now become clear that the regiment was not to be sent abroad until it could be reported upon as having attained a high standard of efficiency approximating to that of a regular cavalry regiment. Officers and men worked with a will, and it is amusing to remember, in the light of later events, how universal was the fear in these early days of the war that peace would have been signed before the regiment had had a chance of service in the field abroad.

It was about the middle of November, 1914, that the exciting news was conveyed to the camp that the three squadrons of the Surrey Yeomanry were to be attached as Divisional Cavalry to three regular divisions about to be formed from troops hastily gathered together and brought home from China, India, and other outlying portions of the British Empire. These three divisions were the 27th, 28th and 29th. To " A " squadron fell the privilege of being attached to the 27th Division, the next division to leave England for the Western Front after the first eight regular divisions of the Expeditionary Force, under the command of Sir John French. " B " squadron was to follow soon after with the 28th Division; while " C " squadron were to accompany a little later the famous 29th Division to the Dardanelles.

Towards the end of November " A " squadron left Canterbury for a new camp on Magdalen Hill (known locally and generally as " Moorn Hill "), near Winchester, for the purpose of re-fitting, together with the rest of the division, prior to embarking for the Front. The next four weeks were

to prove a bitter experience for all those encamped on Magdalen Hill. The weather during the month of December of that terrible winter of 1914 was pitilessly vile. Not a day passed without steady and ceaseless rain, and soon the camp became for miles around a sea of mud. The troops of the 27th Division suffered particularly severely, for the men were recently home from hot climates and were still clad in their khaki drill. The camping ground allotted to the squadron was, after about the first week, at least a foot deep in mud. The horse-lines entirely disappeared, and much equipment, in the shape of bridles, blankets and other such articles, was permanently lost. It was amazing that, under such conditions for over four weeks, there was hardly a case of sickness either among men or horses of " A " Squadron.

A month under canvas during mid-winter in a foot of mud on a wind-swept plain! To a tent-life the men had already grown accustomed after a four months' experience; for bad weather all were prepared; but in the struggle against the new element—the clinging, remorseless mud—their spirits grew weary as their bodies. For thirty days they wallowed in it with their horses. The poor beasts looked miserable enough. Their long coats, matted with this mixture of clay and chalk, hid only the degree to which a great many, unsheltered throughout those nights of cold and rain and wind, had fallen away, and, like their masters, they wore an air of subjection and depression.

At last, however the division became fully equipped and was pronounced to be ready for the fray. Prior to its departure the whole division was inspected by the King and Lord Kitchener, and was congratulated on its fine showing under such adverse conditions.

At 9.30 a.m. the squadron, consisting of six officers, 137 other ranks, with two A.S.C. attached and 160 horses, left camp, with orders to embark at Southampton on the s.s. " Architect."

It was, by good fortune, a lovely morning, and the sun shone brilliantly as the squadron, at last fully equipped and somewhat weighted down by the "full marching order" and the sense of responsibility, moved away from the loveless Magdalen Hill. But to a full appreciation of the greatness of the adventure upon which they were setting forth the minds of all, both officers and men, had been somewhat dulled by the length of the training and by the nightmare at Winchester, under which the whole division had suffered. Gradually, however, under the rays of the kindly sun, their spirits rose as they drew near to Southampton, and as they realised more vividly, at the sight of the ship, the nature and the purpose of the journey.

II.—ARRIVAL IN FRANCE.

Many men in the squadron had, of course, frequently journeyed to France before; but this was indeed a novel trip. They all now, however, looked at the troopship with a childlike eagerness. Every detail seemed to possess some mystical note of interest, and the reason, perhaps, is not far to seek. Nobody quite knew to what port the ship was destined. There was a vague idea that she was bound for Havre, though a few were positive that Bordeaux was to be the port of disembarkation. The positive ones, however, as so often happens, were wrong, and when next morning in the early dawn the coast of France was reached, it was discovered that at Havre and at no other place would the squadron land. The military authorities throughout the war made a practice—and rightly so, perhaps—of preserving an impenetrable silence about those matters that were most likely to interest the very people chiefly concerned in or affected by them. Every man was most eager to know how long the squadron would remain at Havre, and then for what part of the battle line it was destined. But the authorities disclosed nothing. After spend-



Photo : Claude Harris, Ltd.

Major HENRY BELL, M.C.

Served with "A" Squadron from beginning to end of the Great War,
finally as O.C.

spending one restless night together with the horses in a goods shed at the quay at Havre, officers and men were put into a train and despatched to an unknown destination, rather like troublesome schoolboys going to school for their first term. Of course, among the ranks there were again the positive ones, who, although they stated that Calais was to be their destination. The journey lasted many hours, and the train stopped at many stations, but the one place which was never seen was Calais.

At length, after twenty-four hours, the train had arrived at 10 a.m. on the morning of Christmas Eve at a station called Agnes, and the instructions were to go to the farms in the neighbourhood of this village. As the train was moving, the firing of a gun could be heard in the distance, and it was evident the squadron rode forth to a scene of battle, and to the area which had been allotted to them.

Lieut. Henry Bell was in command to arrange about the billets, and he obtained from the local people the names of likely farm-houses and an estimate of the numbers of men and horses which could be reasonably crowded into each.

All the men and horses were eventually installed under cover in ten separate farms. It was a novel experience to be in billets. Now that the squadron was in the firing line how infinitely more comfortable were the conditions than at any time since mobilisation. Now the weather was fine, and there was no wind or rain, which meant that the horses were not drenched, and all slept together in beds, instead of being crowded together in the privileged ones remained on the ground. The horses, too, were all under cover, and were not standing no longer in mud and water from the time they were sent out.

The owners of these farms were at first very suspicious of the troops billeted upon them, and made vehement assurances that they possessed nothing in the shape of fodder for the horses or food for the men. They did not realise that it was not intended to take anything without adequate payment. Perhaps some of them had had unfortunate experiences with



Photo: Claude Harvey, I.R.A.

of HENRY BELL, M.C.

... from beginning to end of the Great War,
finally as O.C.

ing one restless night together with the horses in a goods shed on the quay at Havre, officers and men were put into a train and despatched to an unknown destination, rather like troublesome schoolboys going to school for their first term. Of course, among the ranks there were again the positive ones, who emphatically stated that Calais was to be their destination. The journey lasted many hours, and the train stopped at many stations; but the one place which was never seen was Calais.

At length, after twenty-four hours, the squadron detrained at 10 a.m. on the morning of Christmas Eve at a small station called Argnes, and instructions were given to find billets in the neighbourhood of Wallon-Cappel. In the distance the big guns could be heard booming, and with this added excitement the squadron rode forth in this strange Flemish land to the area which had been allotted to it.

Lieut. Henry Bell was sent ahead to arrange about the billets, and he obtained from the curé the names of likely farmhouses and an estimate of the numbers of men and horses which could be reasonably crowded into each.

All the men and horses were eventually installed under cover in ten separate farms. It was a novel experience to be in billets. Now that the squadron was so near the firing line how infinitely more comfortable were the conditions than at any time since mobilisation. Now there was no fear of the wind or rain, which mattered so vitally in a tent. The men all slept together in barns near the horses, while a few privileged ones remained in the kitchens of the farmhouses. The horses, too, were all under shelter, dry and warm, and standing no longer in mud and water but on straw and bricks.

The owners of these farms were at first very suspicious of the troops billeted upon them, and made vehement assurances that they possessed nothing in the shape of fodder for the horses or food for the men. They did not realise that it was not intended to take anything without adequate payment. Perhaps some of them had had unfortunate experiences with

troops previously billeted upon them. Even up to the last day that the squadron remained in this district they never quite overcame their fears and suspicions, although no troops could have treated them or their belongings with more studied consideration. The French troops certainly treated the owners of the farms where they were stationed in a very different spirit. They took everything that they required as a matter of right, and the feelings of the owner did not concern them at all. The French soldier certainly looked at the matter from an entirely different standpoint. There was no doubt that, at any rate during the first part of the campaign, the French soldier took the war far more seriously than the English. This was natural, because the Frenchman was fighting on his own soil for his own territory. The English soldier had the feeling that he was in a sense a guest, and must behave himself in a more restrained fashion. The Frenchman acted as though he were at home, and could deal with his own belongings just as he willed. At any rate, whatever the true explanation might be, it was a general rule that English troops were far more welcomed in billets than their allies.

The squadron remained for approximately ten days in the neighbourhood of Wallon-Cappel, and during this period was allowed to rest and recuperate before entering upon its proper functions as divisional cavalry to the division. The days were spent in comparative idleness. On their arrival in France the horses suffered considerably from cracked heels and mud fever as a result of the Magdalen Hill camp. By degrees and with infinite pains the last traces of Winchester clay were removed from their coats, and by means of regular exercise and thorough attention the horses were gradually brought back to good condition.

At length orders were received to move forward with the division, and at 9.30 a.m. on January 6th, 1915, the squadron marched to Boeschepe, a small village in Flanders almost on the Franco-Belgian frontier.

III.—BOESCHEPE, AND THE SECOND BATTLE OF YPRES.

The squadron travelled 17 kilometers due East and eventually, at about nightfall, reached Boeschepe, which henceforth was to be the headquarters of the 27th Division. Once again it was in complete darkness that billets had to be found and allotted. One troop had the unfortunate experience to be placed in a billet destined for French artillery due to arrive the next day. They duly arrived, with all their guns and baggage wagons, only to find the farm already occupied by a troop of the Surrey Yeomanry. The little French billeting officer, who had arranged this billet for his artillery, arrived on the scene full of bustle and excitement. He was entirely in the right; there could be no argument about it; the Surrey Yeomanry was in its wrong area. But how many words he wasted in explaining all this, and how nearly angry he became at the mere thought of anyone possibly venturing to disagree with him and of upsetting his carefully prepared billeting plan. However, all ended happily. The "entente cordiale" was not endangered, and he waved the troop a most friendly good-bye as it moved out in the dusk and pelting rain to find a new billet. There was only one really unhappy person, and that was the owner of the farm, who implored the friendly English soldiers to remain, and not let themselves be turned out by his French compatriots, who were so devoid of consideration and whose habits were so primitively uncleanly.

The Flemish farms all bear a curious resemblance to each other, and only differ in respect of their size and of the enterprise of their owner. The houses are well built, and attached to each are numerous barns, stables and outhouses, with a cowyard in the middle. The peasant proprietors seemed on the whole to be prosperous, though they led somewhat laborious and monotonous days. Each possessed numerous cows, chickens, pigs, and three or four heavy-draught horses. Fresh

milk, butter and coffee could at that time be obtained in abundance; but it was almost impossible to procure good drinking water, and all the water had to be boiled for at least twenty minutes before it could be safely used.

After it had become apparent in the early part of 1915 that the Army had settled down to a stationary form of trench warfare, with the intention of merely keeping a watchful eye upon the enemy and waiting for the winter months to end and for reinforcements to arrive before more active operations were entered upon, a great deal of time and thought were spent upon making billets comfortable and improving the food arrangements. After the day's or night's work was concluded there was really little else to do except to concentrate all efforts upon the absorbing questions of comfort and diet. As the foundation for the meal the Army rations were both excellent and abundant.* Never can an Army have been better fed than our Expeditionary Force. Bread, butter, jam, beef (tinned and fresh), vegetables, tea, sugar, bacon, biscuits (not to mention such luxuries occasionally as cigarettes, tobacco and rum) were provided daily to the troops. And what wonderful dishes could be created out of the "bully beef" with the aid of curry powder or other additions sent from home. The Army in France was indeed doubly well off, for besides the excellence and abundance of the daily rations the military authorities instituted a most efficient postal service, and daily the men received from home parcels containing every conceivable form of necessary or luxury.

The squadron remained at Boeschepe and in its vicinity from January 6th till May 29th, 1915. During this period it had many opportunities of carrying out its duties as divisional cavalry, and that it did so to the entire satisfaction of Major-General Snow, then commanding the 27th Division, may be evidenced from the fact that on May 24th Major Calvert

*N.B.—We fear the Rank and File will hardly endorse this!—ED.

was awarded the D.S.O. for the services rendered by himself and by the squadron under his command, particularly in connection with the operations known as the second battle of Ypres, and referred to at length in a previous chapter.

The duties of divisional cavalry are many and varied. They have to guard and patrol the telephone wires leading from divisional headquarters to the front-line trenches. They control the traffic and act as guides to infantry detachments. They have to search farms for stragglers, and report upon and capture spies. They fetch remounts from railhead, and conduct drafts from the station to their units. They act as dispatch carriers and are used as orderlies. They can be used in the trenches if need be, and, in fact, are employed in any capacity either for performing any duty or for collecting any information which might be valuable or necessary to the General or Administrative Staff.

The trench warfare in that low-lying country was terrible, and the infantry suffered severely. Some of the trenches, as a result of the abnormal rainfall, became half full of water or liquid mud. As the ground in the vicinity of the trenches was in a similar state it was impossible either to dig fresh trenches or to drain effectively those already dug. The effect of standing for long periods of time under such conditions inevitably resulted in many thousands of cases of frost-bitten feet. When one battalion relieved another a big percentage of the men leaving the trenches found extreme difficulty in walking at all, and it was a common sight to see men limping slowly and painfully back to their billets with their boots in their hands. Some had to be brought home, after their tour of duty, on stretchers or in wagons.

The country in this neighbourhood was very flat and uninteresting. There were a great number of farmhouses and many windmills, but otherwise no prominent features. The fields were well cultivated, and unenclosed except for small ditches.

The roads after five months' campaigning soon became in a terrible condition. The main roads were all pavé, and as far as transport was concerned it is providential that they were so constructed. Even they became very rough and full of holes. The pavé only extended down the middle of the road, while at the sides what was probably at one time good going afterwards merely became deep deposits of mud.

From January 31st to February 2nd, the 28th Division having recently arrived on the Western Front from England, marched through the area of the 27th Division in order to take up a position on its immediate left. The squadron, less the 2nd troop under Lieut. E. Bell, which had previously been ordered to join temporarily the 5th Army Headquarters at Hazebronck, was detailed to control the roads during this movement.

At seven o'clock on the night of February 2nd orders were received to turn out at once—on receipt of news from the 28th Division that a night attack on them was probable—and to move to Reninghelst. The attack did not materialise, and the squadron returned to billets on the following day. From February 14th to the 18th there was much liveliness on the 28th Division sector, and the squadron was again twice turned out and stationed first at Westoutre and then at Reninghelst, so as to be ready for any emergency. Calmer conditions eventually prevailed, and on the 18th February the squadron returned to their billets at Boeschepe.

During the month of March the squadron was continuously employed on mainly routine duties—patrolling the roads, marching drafts from railhead to their units, and meeting and delivering remounts. From March 15th to 18th, however, Lieut. E. Bell and three O.R.'s were attached to the 81st Infantry Brigade at Dickebusch for the purpose of stalking enemy snipers, who were becoming increasingly aggressive. During their stay there the famous attack by the Germans on St. Eloi took place, preceded by a short but intense bombardment. The attack failed, but so violent and sudden was the

bombardment that the civilian inhabitants for several miles behind the firing line became panic-stricken and commenced arrangements to abandon their homes.

On the 21st the squadron received its first draft of 16 men from England.

On April 4th the squadron vacated its billets at Boeschepe, and from this date until it moved into a new part of the line further south it was busily employed in the operations which culminated in the following month in the great " second battle of Ypres."

In April, 1915, Ypres, though it had suffered somewhat from its first bombardment, was still a beautiful town, and full of its original civilian inhabitants engaged in their usual commercial pursuits. The famous " Cloth Hall " and the cathedral were still standing almost intact. After the battle hardly a house remained whole, and none of the delightful teashops, where officers and men used frequently to enjoy the unrivalled patisseries of the Belgians, remained to afford that welcome reminder of civilisation.

The squadron moved into new billets at a farm near the small village called Busseboom, two or three miles south-west of Ypres, and from this centre made many road reconnaissances and reported on the billeting accommodation in the divisional area.

On April 19th Ypres was heavily shelled, and on the 27th the Germans lengthened their range by shelling Vlamertinghe, a village midway between Ypres and Poperinghe on the main road between these two places.

By now it was clear to all that big events were about to happen. Transport could no longer pass through Ypres in daylight, and the special task was allotted to Major Calvert of observing the roads and reporting when and where shelling was least severe, so that the supplies of R.E. material, S.A.A., and rations could be diverted through the town with the least possible risk of casualties.

On April 24th large numbers of reinforcements began to arrive. The Cavalry Corps and an infantry brigade joined the squadron in their field, and the billet at Busseboom was now used as a signal centre.

On the 28th Private Baker was wounded in the arm, the first casualty to be suffered by the squadron. On May 1st to the 4th Lieut. E. Bell and Second-Lieut. F. R. Phillips, with sixty men, constructed a shellproof dug-out for the general commanding the division, while Second-Lieut. Druce, with another party, had the unenviable task of burying dead horses in Ypres.

The shelling of the Ypres sector was now daily becoming more intense, and on the 14th the squadron moved into dug-outs west of the town, where they remained till the 19th, subsequently withdrawing into bivouacs in the vicinity of advanced headquarters.

On April 25th the Germans launched their attack along the whole of this sector. The 28th Division were driven back slightly, while on the immediate left flank of the 27th Division the French native colonial troops, against whom the Germans made their first experimental use of gas, left their trenches in a disorderly and panic-stricken flight. The main Ypres-Poperinghe road now presented an amazing spectacle. During almost its entire length it was blocked with three parallel columns of traffic, among which were many thousands of civilian refugees escaping, as best they could, with what belongings they were able to transport from the town.

The gap in the line, created by the withdrawal of the French colonials, was immediately partly restored with great gallantry by a Canadian battalion (Princess Patricia's Canadian Light Infantry), and eventually, through exhaustion and the heavy casualties suffered, the Germans refrained from further attacks, failing now, as they did up to the end of the war, to gain their objective in capturing the town of Ypres.

For the share of the squadron in these operations Major

Calvert, Lieut. H. J. Bell, Sergeant Shields and Private Barley were mentioned in Sir John French's despatch, while on the 24th Major Calvert was awarded the D.S.O.

Orders were now received for the 27th Division to relieve the 6th Division in the Armentières sector, and at 7 a.m. on May 30th the squadron marched to Croix du Bac to take over the quarters lately occupied by the Northamptonshire Yeomanry.

IV.—THE ARMENTIÈRES SECTOR.

It was a great relief to have been moved from the Ypres salient and to have come into a part of the line which, at this stage of the war, was regarded as one of the most peaceful and therefore pleasant on the whole Western Front.

Armentières itself was a fine, prosperous town, whose commercial life was still uninterrupted save by a very occasional enemy shell. It was unfortunate, therefore, that a few days after arriving into this new area the squadron should have had four horses killed and a few wounded.

Croix du Bac was a small village about five miles distant from Armentières, and here the officers of the squadron managed to find very comfortable quarters, while the men were encamped in tents in a most picturesque locality near by. The wintry weather was now a thing of the past, so that life under canvas was more a pleasure than a hardship. The supply of tents, however, being strictly limited, and the billeting accommodation in the village being inadequate for all, there was no alternative in the circumstances but to depart from the rule hitherto followed of never separating the troop leader from his men.

After finding a guard, consisting of one N.C.O. and twelve men, for a bridge over the River Lys, and another guard of two N.C.O.'s and ten men for a bridge at Bac St. Maur, the squadron was allowed during the month of June to enjoy to a

great extent a period of rest. One officer and four men at a time were allowed seven days' leave in England. From June 22nd to 30th Major Calvert undertook the duties of A.P.M. for the division. On the 27th Captain Barclay was appointed Divisional Claims Officer.

In July the squadron undertook a new duty. They supplied a party daily for digging trenches and putting up barbed-wire entanglements in the subsidiary line of defence. This work was continued throughout the next two months without any untoward incidents, and only when a part of the new line came under the direct observation of the enemy were the operations temporarily interrupted by shell-fire. The squadron, however, suffered no casualties during this period.

In August parties of men, when they could be spared, were lent to farmers in the neighbourhood to help get in the harvest. The absence of young civilian men in France was, even in the very early stages of the war, most noticeable, and the farmers therefore had considerable difficulty in carrying on. Their womenfolk, however, responded most nobly, and in some cases the entire work of the farm, including the ploughing of the land, the sowing of the crops, and the subsequent gathering in of the harvest, was performed solely by women, old and young alike.

By now the squadron was beginning to feel that its members were veterans in arms, and this feeling was all the more intensified when, on August 5th to the 11th and again on August 12th to 17th, parties of officers and men of the Westmorland and Cumberland Yeomanry were attached to it for instruction. On one of the first occasions on which a party of the newcomers were taken out to dig a new trench a shell burst actually in the trench where they were working, covering a number of men with mud but actually failing miraculously to cause any casualties.

The Westmorland and Cumberland Yeomanry appeared to be delighted at their first real war experience, but no doubt

the pleasure of this new sensation, as the war progressed, quickly wore off with them, as it had done with many others besides, and gave way to feelings of a very different character.

On August 25th Major Calvert, with the first and third troops of the squadron, under Lieut. H. Bell and Second-Lieut. A. F. Druce, went into the trenches to be attached to the P.P.C.L.I. (Princess Patricia's Canadian Light Infantry), and on September 1st the remainder of the squadron, under Captain Barclay, with Lieut. E. Bell and Second-Lieut. F. R. Phillips, went into another section of the line, to the east of Armentières, with the 2nd Battalion of the D.C.L.I. (Duke of Cornwall's Light Infantry).

The country in this sector of the Front was very flat and desolate. Although this part of the line was regarded as being comparatively peaceful, most of the villages in its immediate vicinity had been reduced to ruins, and shell-fire of an intermittent character was constantly kept up. The previous experience of the squadron of putting up barbed-wire entanglements was now made use of, and parties of men under each of the officers in turn were sent out at night-time to strengthen the wire in front of the trenches. It was a strange experience being in this " no man's " land, and while working silently and carefully within earshot of the enemy it was impossible to suppress a feeling of excitement mingled with the acute consciousness of being alive.

Existence in the trenches under the prevailing conditions was not altogether unpleasant. It must be remembered, however, that the season was summer, and therefore that the nights in the open were not unbearably cold. Except also for occasional showers the earth was dry. Further, the war had been in progress for a sufficiently long time, while the line itself had remained stationary, to have enabled much work of a constructional nature to be completed. Consequently some of the dug-outs afforded comfortable sleeping accommodation and others made excellent messrooms.

The tour of duty which the squadron made in the trenches was suddenly cut short, because orders were now received for the 27th Division, together with the squadron, to leave the Armentières district and to move to new positions again further to the south. Reinforcements from England had been steadily pouring on to the Western Front, and as the months passed by the original short line held by English troops was gradually extended, until by the end of September, 1915, the 27th Division found itself on the extreme right of the English line and joining on to the left of the French line at Mericourt on the Somme.

On September 16th the squadron marched to Merris, where it remained for three days. From there it marched to Thiennes, where it entrained for the new area.

V.—MOVE TO THE SOMME, AND LAST DAYS IN FRANCE.

Travelling by troop train under war conditions can by no stretch of the imagination be described as enjoyable. To begin with, there would be interminable delays. The train would be advertised to start at a certain hour, but it would invariably happen that many hours would be spent in the vicinity of a cold and dimly-lit station before either the train arrived or before it was possible, for one reason or another, to commence the entrainment. The squadron also seemed to be fated to make its moves in the darkness. It would leave its old billets in the dark, and arrive at new ones before daylight. To saddle up 150 horses and to collect and pack up a squadron's variegated baggage and equipment with the aid of candles or a few dim oil lamps, usually in pelting rain, was no easy or speedy matter. On arriving at the troop train the first task was to entrain the horses. It invariably happened that insufficient ramps would be provided, with the result that before the large number of horses could be put into the train

and safely tied up much time was inevitably lost. The accommodation in the train was usually as follows: each truck contained eight horses, four at each end facing one another. The N.C.O.'s and men also travelled in similar trucks, and for them the minimum amount of space was equally well calculated. The truck which carried eight horses was reckoned to carry forty men. For long journeys the discomforts of travelling under such crowded conditions were manifest, and it is not surprising, therefore, that the men occasionally proved troublesome to the harassed " O.C. Train." The difficult time for the latter was when the train stopped, either for short or long periods, at any wayside stations. Orders to the men not to leave the trucks could never wholly be enforced, especially during the dark, and it was always a toss-up as to whether or not a man would be left behind here or there. It is creditable to the squadron, however, that during its many moves this never happened to any of its members.

The officers, on the other hand, travelled under better conditions. At least one first or second-class carriage was placed at their disposal. The regulated allotment was six officers per carriage; but usually it was possible by some means or another to secure some extra accommodation. With two carriages for six officers the travelling could be said to be almost luxurious, because at night-time there would be room for all to lie down at full length—i.e., one on each seat and one on the floor on his valise in the middle. The travelling, however, was not entirely luxurious, because there were neither heating nor lighting arrangements, and the carriages themselves were usually indescribably dirty.

On September 20th the squadron detrained at Longeau and marched to the outskirts of Mericourt, where for a week it remained in bivouacs. Good billets were afterwards found in the village itself.

The Somme country was a delightful change after the flat and uninteresting landscapes further north. Here the country

was open and undulating, and in parts not unlike the South Coast Downs. The Somme itself is a fine and picturesque river.

At this stage of the war villages such as Mericourt and Morlancourt had escaped any attentions from the enemy, and therefore wore both a peaceful and prosperous look. The later terrible battles of the Somme, with the advances and retreats, entirely changed the face of the land.

During the month of October the activities of the squadron were directed chiefly to erecting barbed wire in front of the second-line trenches. In fact, the squadron leader was put in charge of all wiring parties on this sector of the Front. Much work was accomplished, and it is hoped that in the later battles, after the squadron had left France for another theatre of the war, the wire entanglements now set up stood our troops in good stead when the Germans made their attacks.

On October 24th the squadron moved into new billets at Guignemicourt, and remained here for nearly a month, carrying out mainly routine duties.

The news was now conveyed to the squadron that its duties on the Western Front would shortly come to an end, and that, together with the 27th Division, it was to be moved to the Near Eastern theatre of war. The squadron, therefore, from this period onwards was practically withdrawn from the battle zone. Several local moves were made from one village to another in the vicinity of Amiens, and finally the squadron was entrained for Marseilles prior to embarkation for the East.

At Marseilles the squadron remained for nearly a month. The camp was actually situated about 10 kilometers out of Marseilles itself. As there were here no military duties to perform other than those of exercising the horses and keeping the squadron complete with the necessary equipment, much time was spent, both by officers and men, in Marseilles, where at this time the war had brought no restrictions either as to food or amusements.

The squadron had been a little over a year on the Western

Front, and it was about to depart for an indefinite period for unknown adventures in the Balkans. The war, too, seemed no nearer its end now than it was before. It was natural, then, that both officers and men should enjoy to the full the advantages which a civilised city offered. As it turned out, it was to be two years and more before many of them again came into contact with Western civilisation, so that the time here spent in Marseilles might be regarded by them as time truly well spent.

At length orders were received to leave France. For the purpose of the voyage the squadron was divided into two parts. The minimum number of men possible were detached to travel with the horses in one ship, while the remainder travelled in another. This arrangement was, of course, far from ideal, but owing to the nature of the transports it was unavoidable. The ships designed to carry animals contained little or no accommodation for men.

On January 26th, 1916, accordingly, the squadron embarked on different ships in two parties. The major portion, with Major Calvert, Lieut. E. Bell and Second-Lieut. Druce, travelled in the s.s. " Port Lincoln," while the horses and 26 O.R., under the charge of Lieut. H. Bell and Second-Lieut. Phillips, together with the squadron doctor, Captain Devonald, made the voyage in a South American cattle steamer named the " Itaura."

The voyage from Marseilles to Salonica took fifteen days, and was uneventful except that on board the " Itaura " both horses and men suffered considerably owing to lack of space and air. The German submarine campaign in the Mediterranean had not at this stage of the war developed into its intense form which it afterwards assumed. To those on board the " Itaura " this was fortunate, because this ship travelled without escort, and was provided only with small-boat accommodation sufficient for about a tenth of the numbers on board. However, on February 11th both ships arrived safely in

Salonica harbour, and no one on board attempted to hide an impatience to set foot on this strange, and from the sea interesting-looking, land.

Note.—Between October 28th, 1915, and February 10th, 1916, the pages of the Squadron War Diary are missing.—Ed.



Major D. MIRRIELEES.
Second in Command of " B " Squadron, 1914-16, O.C. 1917-18, and
O.C. " Q " (Composite) Squadron in the Caucasus, 1919.

CHAPTER V.

"THE 1,1ST REGIMENT 1914-15," WITH "B" SQUADRON IN FRANCE AND Flanders.

THE following account of the operations of "B" Squadron on the Western Front is taken from the Division, from the papers of the late Major-General in Command and later G.O.C. of the Division, and considerable detail. He has also written a *Summary of Experiences in Part IV.* See Chapter I.

The War history of the Squadron begins on the January 14th, 1915, the day on which it marched from Winchester (where it had mobilised with the 28th Division and the Divisional Cavalry) to Southampton, and there embarked with certain other units (chiefly R.A.) of the Division on the transport "Kingstonia" for overseas service. At the start the Squadron was sent to the front with the Divisional Command, and it was not until the 22nd that it crossed the cross-roads was with the Divisional Cavalry. The Squadron began its operations on the 23rd, in advance of the main body of the Division. It was a little hard, as it was not until the 24th that we were not considered as a separate unit. It was to various troubles on the 25th, and it was not until a late start owing to our own lack of preparation in striking camp and moving off in full marching order.

Embarkation was completed that evening, but owing to some cause or other, probably a thick fog in the Channel, the "Kingstonia" did not sail until the following evening, reaching Havre on the morning of the 18th January.



Major D. MIRRIELES.
 in Company "B" Squadron, 1914-16, O.C. 1917-18, and
 O.C. (re-site) Squadron in the Caucasus, 1919.

CHAPTER V.

"THE 1/1ST REGIMENT: 1914-15," WITH "B" SQUADRON IN FRANCE AND FLANDERS.

THE following account of the experiences of "B" squadron on the Western front attached to the 28th Division, from the pen of Major D. Mirrielees (Second in Command and later O.C. Squadron) is of great interest and considerable detail. He also deals with the Salonica Experiences in Part IV. Says he:—

The War history of the Squadron begins on the January 16th, 1915, the day on which it marched from Winchester (where it had mobilised with the 28th Division as its Divisional Cavalry) to Southampton, and there embarked with certain other units (chiefly R.A.) of the Division on the transport "Kingstonian," for overseas on active service. On the march the Squadron made its first acquaintance with its Divisional Commander, Major General Bulfin, who at a certain cross-roads was waiting, watch in hand, and severely "strafed" the Squadron leader, Major G. O. Borwick, for being a minute in advance of the time-table. This, at the time, seemed a little hard, as it appeared to be a matter for congratulation that we were not considerably behind time at this point owing to various troubles on the march with the transport, following on a late start owing to our comparative inexperience in striking camp and moving off in full marching order.

Embarkation was completed that evening, but owing to some cause or other, probably a thick fog in the Channel, the "Kingstonian" did not sail until the following evening, reaching Havre on the morning of the 18th January.

Disembarkation was completed by noon, but the rest of the day was spent on the quay holding horses, and it was not till midnight that the Squadron entrained at the station for an unknown destination. All that night was spent in the train and the next day up to 8 p.m., when we reached Hazebrouck and commenced detraining, an operation which in the comparative darkness and with the scarcity of ramps for unloading the horses lasted till midnight. We then proceeded to march to our billets near Pradelles, a distance of $4\frac{1}{2}$ miles. The night was very cold, there were constant halts while finding out the way and towards the end some consternation was caused at the head of the column by Lt.-Col. Sir John Humphery's horse backing off the road into a ditch full of water. However, the barn was reached at last and men and horses got into their quarters, pretty well tired out, about 3 a.m., and settled down for the first night in Belgian billets. By daylight we could see more of our quarters and form a better idea of their possibilities. Officers and men were fairly comfortable in the farmhouse, buildings and barns, built in a square round the usual manure yard, but the horses were out in the open in a field some way down the road and the horse lines were wet as the country was very low-lying. Exercising, grooming and squadron training occupied the fortnight's stay here, during the latter part of which the weather was cold with a hard frost. The only outstanding events were an inspection by General French of the R.A. and Divisional Troops at Borre on January 26th, and the death of several horses with symptoms which caused an uneasy suspicion of Anthrax in the mind of Capt. Tapley, the A.D.V.S.

On February 2nd, the Squadron left Pradelles, marching at 7 a.m., after a delayed start (more trouble with the transport animals), via Strazeele, Fletre, Meteren, Bailleul, Locre, Ouderdom, Reninghelst and Brandhoek, to find that the billets allotted to us were already occupied by the Middlesex Regiment. Possession being nine points of the law we had to move

on and find another home, which we finally did at 5 p.m. at a farm about a mile south of Poperinghe just off the road to Reninghelst. These were excellent billets, and the farmer was a very friendly Belgian, but the horse lines were in the orchard and became in a very short time a swamp of mud in which the unfortunate animals stood up on their hocks, with the result that several of them died of mud-fever and general exhaustion during our stay here. The Officers found quarters about 300 or 400 yards from the Squadron billets in the estaminet " In der Jager," the proprietress of which had a very sharp tongue and a large number of dirty children, and was later strongly suspected of unauthorised signalling at night from an upper window.

Up till February 7th (on which day Major Borwick went to hospital and Capt. Mirrielees assumed command) the Squadron was only employed on routine work, but on February 8th orders were received to find 16 Divisional Mounted Police from the Squadron, and on the 10th instructions were received from the G.O.C. Division to send out one troop every night to search the country in rear of the front line trenches for enemy snipers, who, it was surmised, having got through our lines might be lying up during the day and sniping during the night. Such was the theory, based on the *assertion of individuals that they had been shot at behind the line at night* and had seen the flashes of rifles, but for ten nights we had a troop out searching the woods behind Zillebeke and Verbranden Molen for these snipers and never saw one or anything that would suggest the idea of their being there. Setting out at dusk the troop would ride out by the long straight poplar-lined road through Vlamertinghe to Ypres, put up their horses in the Riding School at the Cavalry Barracks (a large draughty building which had had most of the roof smashed by shells), march out through the Lille Gate (and a congested mass of transport taking rations up to the front line) as far as the level-crossing known as Shrapnel Corner; follow the railway line that runs

south of Zillebeke Lake and so reach Verbranden-Molen and the scene of the night's work. For the great majority of the Squadron this was the first time any of them had come under fire, stray bullets it is true, but none the less an unpleasant sensation. The only casualty, however, occurred one night when surrounding Blaupoort Farm preparatory to rushing it at day-break, and fire was opened by a piquet of the K.O.Y.L.I. without any previous challenge, Private D. W. Cooke being wounded in the leg. These expeditions ceased after February 19th and until March 12th the Squadron was not called on by the Division for any active employment. On February 17th Major Borwick had returned from hospital, and on March 7th Sergeant Rawdon of the 2nd troop was appointed Squadron Sergeant Major vice S. S.-M. Beeson, invalided home. During this period of squadron routine a good use was found for hops which are so largely cultivated in this country and for the poles up which they climb. The hop vines were collected and put down in the horse lines where they made very good standing for the horses and kept them out of the mud, and a large stable was erected with infinite pains out of the poles, with wires from the hay bales stretched across and sacking for a roof, only to be carried bodily away shortly after completion by the combined effect of a snow-storm and a gale of wind.

From February 12th to 25th 15 men a day were sent to Ypres to collect and load up bricks from the ruins of the Cloth Hall and other buildings, this being the first of the various " odd-jobs " at which we were set as Divisional Cavalry.

On February 27th two new officers arrived from England. Lieuts. Woodall and Browell, D.C.M., and soon afterwards Lieut. Hill joined the Squadron. This made up the shortage of officers due to Lieut. Horne having been taken away as A.D.C. to General Bulfin, and Lieut. Shepherd having been invalided home.

On March 28th, after being in these billets for 8 weeks, the

Squadron moved to a large standing camp known as "Camp C," just south of Vlamertinghe on the Ouderdom Road. A number troops were here already, and we came across our old friends the Divisional Cyclists, with whom we had camped at Pitt Manor Corner, Winchester, and with whom we were destined to be thrown so much in the future.

The huts occupied here by the Squadron were of canvas with wooden floor boards, and the horse lines were for the first time put down on dry ground, beaten hard by many previous occupants.

On April 1st officers' patrols were sent out to reconnoitre the country north and south of Vlamertinghe with a view to the passage of troops of all arms to Ypres from the west. The short time spent in this camp was uneventful with the exception of a Taube (or, as some said, a Zeppelin) dropping a bomb near the horse lines one night, and a service on a Sunday by the Bishop of London.

Recreation was afforded by scratch games of football in the afternoon, and in the evening concerts were given in a large barn which had been converted into a theatre.

On April 10th the Squadron moved from "Camp C" to billets at a farm about half a mile out of Poperinghe on the Elverdinghe road. Long, covered-in stables, which had been put up and used by the French, were available for the horses.

On April 13th the 3rd troop (Lieut. Aston) was detached for duty with H.Q. 5th Army Corps, and went into billets in the town of Poperinghe. While performing this duty they were (unofficially) known as "Plumer's Horse." Meanwhile the remainder of the Squadron was occupied in grooming and routine work, until the fateful night of April 22nd ushered in, with the 2nd Battle of Ypres, more strenuous times.

This, as all the world knows, was the night on which the Germans first used gas. At about 8 p.m. the Squadron received orders to "stand to" and an evermemorable night was spent watching the streams of more or less demoralised French,

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Colonial and Territorial troops pouring past the billets from the front line north of Ypres. The following day the strange sight was witnessed of " Spahis "—French native cavalry in brilliant red and blue uniforms mounted on tiny Arab ponies rounding up the stragglers who still kept streaming eastwards; and on the 24th began the shelling of Poperinghe, accompanied by the sight of many enemy aeroplanes over the town. The situation of the Squadron was not a desirable one from this point of view, being midway between the aerodrome and the railway station, both of which naturally attracted a large share of hostile shells, while the many church towers of the town afforded good ranging marks and those shells that fell short landed in unpleasantly close proximity to the billets. This culminated on the 26th when at about 9 o'clock in the evening a big shell burst 50 yards from the horse lines and 30 yards from the huts where the men were sleeping. Fortunately it burst not on the hard road, but in soft ground by the roadside, and no harm was done beyond one horse being killed by a splinter, but the big wooden huts were bodily shifted several inches by the explosion. After this the rest of a miserably cold night was spent in a field the other side of the Ypres Road which appeared to be a safer spot.

The following day, as the general situation appeared to be very obscure, an officers' patrol under Lieut. Colman was sent out to discover the dispositions of the French on the Yser Canal on the right of the Lahore Division. They were found to be holding Boesinghe and Lizerne, while the Germans held Hetsas on the canal between these villages, and French Divisional H.Q. at Elverdinghe reported the situation, which had been critical, to be now well in hand. On the afternoon of the 27th the Squadron moved to new billets about one mile north west of Vlamertinghe, at a farm pleasantly situated in a wood, with a bit of water which caused it to be known in the Squadron as " Tagg's Island." Exercising and routine work was carried on here subject to the " stand to " order which remained in force

until May 3rd, when everyone was able to go to sleep with his boots off for the first time for 10 days.

On May 5th a party was detailed to fill in a 16 inches shell hole in Ypres at the head of the Canal and this work lasted three days, a G.S. wagon, a piano and various pieces of furniture from the neighbouring demolished houses being utilised to fill up the hole.

On the night of May 11th a small party (Yeomanry and Cyclists) of sergeants, under Capt. Mirrielees and Lieut. Williams, was sent out on bicycles (borrowed from the Cyclists) to make a reconnaissance of what were known as " supporting points " in the neighbourhood of Verlorenhoek. These " supporting points " were strong posts just in rear of the front line intended to be manned (apparently in the nature of a " last hope ") by the Squadron and the Cyclists in the event of a retirement; fortunately the occasion for their use did not arise. Very vague information was furnished as to the exact position of these " Points," and the patrol (who had left their bicycles at the White Chateau of Potijze) had great difficulty in locating them in the dark, but by dawn they had found four out of the six points they were supposed to find.

On May 13th Major Borwick, whose leave had been cancelled at the last minute on the night of April 22nd, was given a hearty send-off by the Squadron and a very *determined* trumpeter on his eventually leaving for home to be married. The situation by now was considerably improved and the 28th Division, which had suffered very heavy casualties, was relieved in the front line and commenced to march back to the area Herzelee-Winnizeele to rest and refit. The same day the Squadron marched back by Abeele and Steenvoorde to Hoendebrugge, one mile south of Winnizeele, and found most comfortable billets at a farm which was delightfully situated amid blossoming fruit-trees and seemed very far from the troop-stained area it had come from. Everyone hoped we should be kept here for some time, but on the day after our arrival

orders were received to be ready to march back again for trench digging, and on May 17th the Squadron marched back to Reninghelst, reporting there to H.Q. 3rd Cavalry Brigade to which it was to be attached, and on to the old Poperinghe billet for the night. The following day the Squadron moved on to billets at Brandhoek, and that night a party of 40 men, with Capt. Mirrielees and Lieut. Hill, went up to fill sandbags. Riding as far as the level crossing N.W. of Ypres they proceeded on foot from there through the burning town of Ypres and out by the Menin Gate to the Ecole de Bienfaisance where they collected tools and sandbags and joined the Cyclists. The remaining hours of darkness were spent in filling sandbags for a support trench line near Zillebeke, knocking off work just before daybreak and marching back on foot the 7 miles to Brandhoek.

On May 20th Major Borwick returned from leave. On the 21st the Squadron coming under the orders of the 28th Division again was ordered to "stand to" and the night was spent sleeping by the wagons. Lieut. Colman left the Squadron this day on receiving the temporary appointment of A.P.M., 28th Division.

On May 22nd the Squadron moved back again to the "Tagg's Island" billet and during the succeeding days provided standing patrols at the various "battle posts" on the roads west of Ypres to collect the stragglers who were coming in.

Throughout the second battle of Ypres S.Q.M.S. Barnard and L/Cpl. Langlands had been detached from the Squadron, and "for services with the Town Major of Ypres during the Second battle of Ypres," were both of them afterwards (24/2/16) awarded the Medaille Militaire.

On May 30th the Division came out of the line again and the Squadron marched back to Watou. There it found fairly comfortable billets at a farm just on the borders of France and Belgium, where we learnt that in peace time a flourishing

business was carried on in smuggling tobacco across the frontier. As the Division was now resting leave commenced for all ranks on June 1st, on which day a party of twenty proceeded for three clear days at home, other parties following as the previous ones returned.

The fortnight spent at Watou was occupied in squadron routine and a scheme of training in map-reading, field sketching and reconnaissance reports initiated by Col. Hare, who had succeeded Col. Lord Loch as G.S.O.I. of the Division.

On June 8th the 3rd troop rejoined the Squadron from Abeèle on ceasing to be attached to 5th Corps H.Q., and on the 10th the greater part of the Squadron did some shooting on the range at Cassel.

On June 14th the Squadron left Watou and moved to billets at a farm about one mile south of Reninghelst on the Locre Road, but only remained here until the 20th when it moved on to a farm just off the Westoutre-Scherpenberg Road about half a mile from Westoutre. Lieut. Colman was at this time detached for duty as Camp Commandant of Dickebusch, and throughout the month spent in these billets a small guard of an N.C.O. and four men was found for the water-supply at Dickebusch Lake.

For the first ten days at Westoutre the Squadron had one of the strangest of the many strange " fatigues " that fell to its lot as Divisional Cavalry. This was to clean out a small stream that flowed from Mont Rouge past the billets to Westoutre. The reason for this was never apparent, but with exercising and routine work it kept the Squadron busy until the end of the month.

On July 1st more serious work began with the nightly pilgrimage of an officer and 30 men to fill and lay sandbags in a support trench line near Kemmel. The party would go mounted by La Clytte as far as R.E. Farm (an old brewery about half a mile north of Kemmel taken over by the Sappers), where the horses were left in charge of horse holders and tools

and sandbags were picked up; from here they proceeded on foot across country to " Sandbag Villa " on the Kimmel-Vierstraat Road, and to the scene of the night's work in Rossingnol Wood. About four hours of darkness would remain for work, and as it got light the party would walk back to the horses at R.E. Farm and return to billets about six in the morning. This continued until the 19th. There were a good many stray bullets in Rossingnol Wood and round Sandbag Villa, and on the 12th Private Tiedt was killed by one, and Private P. W. Cooper wounded on the 19th. On the 11th a very successful Squadron Horse Show was held at Westoutre with prizes for various classes.

On July 20th the Squadron marched to Strazeele Station and spent a week in clearing up the remains of a big dump of sandbags that had been burnt out by a fire, salving those that were still serviceable and burning up the thousands that were useless. On the 26th, as a respite from this very warm work, some successful Squadron races were organised and held in a big field near the Camp, and on the 28th on completion of the fatigue, the Squadron returned to Westoutre.

Up till August 8th parties were again sent up nightly for work in the subsidiary line near Kimmel; from the 9th to the 13th a party of 25 men was working daily in the trenches of the switch line near " Dismal Villa," and from August 13th to September 19th 20 men a day were employed in digging dug-outs on Scherpenberg that were intended to be some advanced H.Q. or other. During this period great difficulty was experienced with the horses, which rapidly lost working condition though they got fatter, owing to the shortage of men due to these daily fatigues and to weekly leave parties. On August 12th two troops of " Yorkshire Dragoons " Yeomanry were attached to the Squadron for training, followed on the 16th by two more troops. On September 5th the working party on the Scherpenberg was shelled for the first and only time, which was rather strange as it was such an obvious O.P.

Since it now seemed as if we should be here for the winter, steps were taken to find billets for the men who were at present sleeping under bivouac sheets. Two troops found quarters in the building of the farm by the horse lines, and the other two moved up to another farm on Mount Rouge, but these plans for the winter were all changed by the momentous course of events attending the great Allied offensive in Artois and in particular the battle of Loos, which caused the 28th Division to be withdrawn from the 2nd Army, and to be moved from the Ypres salient down to the La Bassée sector. (Both Major Borwick and Capt. Mirrieles were evacuated to hospital about this time.) On September 22nd the Squadron marched via St. Jans Capelle and Meteren to Merris. The following day officers were sent out to make a reconnaissance of the roads leading south as far as the La Lys Canal between St. Venant and Estaires, and on the 24th a further reconnaissance was made of the roads between Estaires and Armentières.

On the 26th the Squadron moved with Divisional H.Q. to Merville and went into billets at Regnier, but only just had time to settle down when orders were received to proceed to Bethune. Marching via Paradis and Locon, Bethune was reached at 8 p.m. and billets were found near the skating-rink where the horse lines were put down. Certain parts of the town were shelled from time to time and the Squadron was ordered to "stand to," which it did for three days. On the night of the 30th a party of 35 with Lieut. Aston went up to the recently captured trenches near Vermelles to bury the dead; on the 1st October Major Borwick and Capt. Mirrieles rejoined from hospital at Mont Noir, and on the 3rd the Squadron moved on to Beuvry, where scattered billets were found near the railway on which a huge naval gun moved up and down on its truck, occasionally putting over our head a few rounds, which at first caused much consternation amongst the horses. Parties were employed day and night in carrying bombs up to the trenches and one party was again detailed for burial duties, until on

the 5th the Squadron marched back through Bethune and Busnes and found comfortable billets at a farm at Le Cornet Brassard, two and half miles north of Lillers. The twelve days spent here were occupied in troop and squadron training, a special feature being cross-country patrols which were very popular amongst all ranks.

On the 7th the Squadron was inspected by the 1st Corps Commander, Lieut. Gen. Gough, and on the 16th by Major Gen. Briggs, who had just succeeded Major Gen. Bulfin as G.O.C., 28th Division. Lieut. Horne now rejoined the Squadron on ceasing to be General Bulfin's A.D.C. Under the personal supervision of the new Divisional Commander a special course of training in trench reconnaissance now commenced, but on the 18th orders were received to move to Long Cornet, where parties were again sent up to the trenches, and on the 21st much excitement was caused in the Squadron by the news that it was to entrain for Marseilles, its probable ultimate destination being the so-far unknown and almost unheard of theatre of war known as "Salonica," where a small Franco-British force had lately landed at the invitation of M. Venizelos, to aid Serbia in the already hopeless task of repelling the Austro-German and Bulgarian invasion. On the evening of the 21st the Squadron marched from Long Cornet to Fouquereuil Station, about a mile out of Bethune, where, owing to there being only one ramp, several hours were spent entraining the horses; by one a.m., however, all was ready and the 56 hours' journey to Marseilles commenced. Crowded 30 or more in a cattle truck this was a wearisome journey for the men, but like all bad things it had an end, and at 9 a.m. on the 24th the train arrived at the Prado Station at Marseilles and the Squadron detrained and marched to a large camp on the race-course at Parc Borelly, where all the units of the Divisional Troops were housed under canvas. The week spent in Marseilles was wet, and the Squadron was occupied in exercising and grooming. On the morning of November 4th the Squadron

marched to No. 8 hangar at the docks, and after a long delay embarked on the transport " Melville," a certain number of the horses having to be slung on board into the lower deck. The " Melville " sailed at 7.30 p.m., but Lieut. Horne and 17 O.R. were left behind to come on by the next boat. Lieut. Colman did not accompany the Squadron, being appointed A.P.M. 28th Division.

The voyage to Alexandria lasted a week with very fine weather all the way, but two horses died of pneumonia on the voyage. The other troops on board belonged to the 3rd Brigade R.F.A., ammunition column. Arriving late on the 11th the " Melville " anchored in the harbour for the night, and came alongside the following morning. After disembarking the Squadron marched through the town to a camp at Victoria College and put down horse lines on the edge of the desert. On the 14th Lieut. Horne and the remainder of the Squadron arrived by the S.S. " Georgian," and on the 16th the camp and horse lines were moved to a more suitable site a few hundred yards away. The weather was very hot during the stay at Alexandria, and as it was thought best in view of the future, not to clip out the horses, they suffered a good deal here from the heat. Although provided with sand muzzles they still continued to pick up a good deal of sand and suffered to a certain extent from sand-colic. The desert proved to be an excellent drill ground and the novelty of the scene was a pleasant experience to everyone. By way of recreation the officers got some polo and the men had good though somewhat dangerous bathing at Sidi-Bish.

On November 24th the Squadron embarked on the " Knight Templar," being made up to strength in horses but 10 men under strength. The voyage to Lemnos lasted six days, the first five being fine, but in the last 12 hours a head wind with a sleet blizzard reduced the speed to 3 knots."

PART III.

"C" SQUADRON OFFICERS AT ALEXANDRIA, EGYPT, 1915.



*Back Row : Lieuts. MELLOR, KIDD and RICKARDS.
Front Row : Capt. BRAY, Major BONSOR (O.C.), and Capt. CHICHESTER.*

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 "C" *appearing* to
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 "A" "B" *Some*
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February, 1915, were

At the beginning of the year 1800, the British sailed to the village of San Juan de los Rios, the headquarters of the Spanish army in the north. The British intended for France to send a fleet of 15 ships, but the British began to spread the rumor that the French were planning to send a fleet to support the Navy, in the third of the year, 1800.

On March 20th, orders were received that the squadron should embark on the 15th at Avonmouth. The men, with all horses and transport on the "Knight of the Shire," and the other

3.—The sufferings of the 27th and 28th at Warrick, Indiana.
A barren fruit. - Ed.



CHAPTER I.

GENERAL HISTORY OF " C " SQUADRON—1914-1919.

ONE of the officers of " C " squadron present from beginning to end of the War writes:—

" C " *squadron* had been detailed as Divisional Cavalry to the now famous 29th Division, the last of the three Regular Divisions to return from abroad. The departure of " A " and " B " Squadrons had left them isolated in the regimental area, but shortly after bidding farewell to the latter, they received orders to join their Division in billets at Stratford-on-Avon. Major Bonsor was now commanding the squadron, Major Barclay having been sent to command the 3rd line regiment on its formation at Crawley. As the Division, newly arrived from India, were suffering somewhat severely from the effects of the English winter, and were therefore being kept in *billets** until they were more acclimatized, the squadron had plenty of time to collect their war equipment, and by the end of February, 1915, were ready to proceed overseas.

At the beginning of March, 1915, " C " squadron had moved to the village of Barford, near Warwick, the 29th Divisional Headquarters being at Leamington. The Division had been intended for France, but towards the end of February rumours began to spread that it was to go to the Dardanelles to support the Navy, in the thrust for Constantinople.

On March 9th, orders were received that the squadron should embark on the 15th at Avonmouth, half the men with all horses and transport on the " Knight of the Garter," and the other

* N.B.—The sufferings of the 27th and 28th Divisions at Winchester having apparently borne fruit.—Ed.

half on the " Aragon." During this week the Divisional Commander informed Major Bonsor that he would probably require the squadron to disembark at once on arrival at the Dardanelles, and to go forward on patrol work ahead of the Division. In view of the actual conditions of the landing when it did take place, it is sad to think how the Higher Command had to change its views when confronted with the real situation a month later. Strict orders were given that the port of embarkation should be kept a dead secret, so it was only to be expected that Divisional stores should be seen moving off along the roads in lorries, with " Avonmouth " in large letters printed on the labels.

The embarkation date was postponed to the 17th, and on that date the squadron arrived at Avonmouth. It had seemed strange that, if the squadron was to be hurriedly disembarked and sent straight off on patrol work, it should be split into two, and that half the men should be on a ship with no horses and the other half on a ship with two horses apiece, both of which situations might be supposed to impair the mobility of a mounted unit. But it seemed still stranger when at Avonmouth the Divisional orders were found to be wrong, and the squadron was to be split up over three ships, as follows:—

Two officers, 40 O.R. all horses and transport on the " Tintoretto."

Three officers, 50 O.R. on the " Aragon."

One officer, 40 O.R. on the " Vadala."

When it transpired that every other unit had been treated in the same way, there was a good deal of speculation as to the reason of this policy of disintegration. Some among the young and innocent troops, all of whom at that period had a profound belief in the infallibility of the powers above them, made up their minds that it was all part of some stupendous ruse to deceive the enemy—others, of a less sanguine temperament, decided that it was obvious that several of the transports were going to be sunk on the way, and that the War Office

thought it undesirable that any unit should be completely wiped out. It was only later that they learnt that these arrangements, whatever their reason, did have one effect, which was thoroughly to disconcert the plans of Sir Ian Hamilton.

On April 2nd, the " Tintoretto " reached Alexandria. Owing to the conditions there had been a certain amount of sickness among the horses on board and this fact seemed to rouse the Veterinary Officer in charge to a state of fury, for as the horses were disembarked, he proceeded to empty his revolver into them one by one. Fortunately, by means of stern action, the majority of the squadron horses were saved from the holocaust. The forty men then set to work to manœuvre the hundred and fifty odd horses and transport through four miles of Alexandrian streets and established themselves in camp at Chatby, a mile to the east of the town.

On April 4th the last detachment arrived.

The next two months were spent in exercising horses through the streets on the outskirts of the town and in periodical shifting of camp from one patch of sand to another. The most interesting pitch was a small rubbish heap, surrounded by the cemeteries of five separate persuasions, and as the mortality in Alexandria seemed to be high, all ranks acquired a thorough knowledge of the burial rites of the Near East.

On May 17 a reinforcement of 12 men arrived from England.

On June 14th the squadron received orders to embark on the " Annaberg " for the purpose of proceeding to G.H.Q. Dardanelles at Imbros. Lieut. Kidd and 50 men were to remain behind to look after the horses, and five officers, Major Bonsor, Captain Bray, Lieuts. Chichester, Rickards and Mellor with 95 O.R. and 15 horses set off to the docks. On arriving there they found that the voyage was to be made in a small iron ship, on which the only accommodation was the iron deck, which was so hot that it could not be touched. They thought it odd at the time that the sun should have such a powerful effect, even in the middle of the day; but this heat was ex-

plained when, after having spent three perspiring hours filling the hold with all kinds of stores, they discovered that the ship was on fire, so, with a sigh of relief, they spent another three hours in emptying the hold, and marched back to camp.

The next day the party embarked on the "Southland," an altogether cooler ship. While they were waiting on the quay, a squad of soldiers appeared and requested them to hand over their interpreter. This they did, with some regret, as he was as inoffensive as a nondescript Greek from Smyrna could be expected to be, and they were relying on him for such useful purposes as drawing the enemy's fire or milking Turkish cows, as occasion arose. However, he was marched off under arrest. When his kit, which he had left on board, was examined, it appeared that his complete equipment for what then seemed like months of moving warfare, consisted of a haversack containing one tin of pineapple and a small pamphlet by Bryce on the correct behaviour of neutrals in time of War.

They arrived at Mudros early on the morning of the 21st, and remained on the ship until the 24th, waiting for a smaller boat to take them up to Imbros. Here a brief insight was gained into the difficulties of an amphibian staff. The day following their arrival, a Staff Officer came on board and curtly ordered them to send five horses ashore and three men to look after them, saying they should have brought only ten with them. They protested they had acted under orders of the G.O.C. Alexandria, but ashore the horses had to go. On arriving at Imbros the matter was reported to the G.H.Q. with the result that a somewhat brisk wire to the I.G.C. brought the horses up within 24 hours. From time to time during these four days at Mudros, a boat would come alongside with orders to take off the squadron, but as the "Aragon," which contained the Headquarters of the Lines of Communication, seemed to have forgotten that horses were involved, and the respective Captains declined, very naturally, to have them in the cabins, which was only accommodation available, each boat in turn

steamed sadly off. Eventually, on the 24th, a more amenable Captain consented to wait while a signal message was sent through to the "Aragon," and, when orders came back that the horses must go, they were tied to the rail on deck, and men and horses sailed happily off.

At dawn on the morning of the 25th the party reached Imbros and heard for the first time the sound of guns booming on the Peninsula, which lay ten miles across the sea to the north-east. While in process of disembarking a big Australian Sergeant came up and asked who they were. On hearing they were a dismounted squadron going to G.H.Q. he remarked that he supposed that they were a *picked lot of men, as he had not seen such a fine and smart body, even in Australia. This was gratifying, as the Australian is not given to flinging about gratuitous compliments.

They had to go about two miles along the shore and the Camp Commandant appeared a trifle surprised at the amount of kit they had brought. However, it was eventually packed on to the backs of forty donkeys and they made their way to G.H.Q. pitching camp close by.

During the next seven months, this half of the squadron remained attached to G.H.Q. The 29th Division clamoured for them, but they had made themselves too valuable at Imbros. Most of the men were employed as clerks and orderlies in the offices; parties were constantly going across to the Peninsula to fetch stores, etc., and one party of twelve men was for some time with the 29th Division as trench police under the orders of Capt. Bray, who went as A.P.M. to the Division on July 22nd. Major Bonsor was invalided to England on August 25th,

**Note.*—Apropos of this compliment to the S.Y., the following extract from General Sir Ian Hamilton's "Gallipoli Diary"—Vol. I., Page 370—is worth including: "4th July, 1915. *Imbros.* Church Parade this morning. Made a close inspection of the Surrey Yeomanry under Major Bonsor. Even with as free a hand as the Almighty it would be hard to invent a *better* type of fighting man than the British Yeoman, but they have never been properly appreciated by the martinets who rule our roosts"! At which no doubt *all* Surrey Yeomen present or otherwise will salute.—Ed.

leaving Capt. Chichester in Command, and in September Lieut. Rickards was invalided to Alexandria. During this period interest was added to life by the constant bombing raids made by Turkish aeroplanes, which, however, were not as dangerous as the fire from the ships in the harbour as soon as an aeroplane appeared.

On October 18th a reinforcement of three Officers, viz.: Lieuts. Brodie, Eastman and Dodgson, arrived.

Meanwhile the party that had remained behind in Egypt stayed on at Alexandria until October 29th, when they left for Cairo. Although the records of this manœuvre are somewhat obscure, it appears that a certain amount of opposition was unexpectedly encountered. An official letter from the Local Camp Commandant, penned apparently under the stress of considerable emotion, stated that Lieut. Kidd and his party had received their orders and moved without his knowledge, and that when he went to the station to demand satisfaction, they were nowhere to be found. It afterwards transpired that Lieut. Kidd, by a skilful piece of strategy, had concealed the complete party in a timber yard, whence they emerged to entrain for Mena. The letter also added, rather bitterly, that a lamppost was missing from the street outside the station, and that it was last seen disappearing down the street at a gallop attached to a Surrey Yeomanry horse.

On November 13th, a reinforcement of two officers and 44 O.R. joined this party from England. At Mena were encamped all the horses and details of the Yeomanry Regiments who were at the Dardanelles and, when it became necessary to send an expedition against the Senussi, these were sorted out for the purpose of forming a mounted force. On November 20th, one troop of the squadron, under Lieut. Osborne, was attached to the 4th and 5th Composite Regiments, which shortly afterwards left for Matruh. For the next week men were taken away from horses and horses from men—men and horses were united again, until eventually, on December

4th, all the horses were taken away and divided among composite Regiments. On December 7th the remaining two Officers and the rest of the men went to Alexandria. A few days later Lieut. Kidd, with 10 men, was attached to the Westminster Dragoons, and left for Dabaa by road.

By this time Lieut. Osborne and his troop were well in the desert, and from December 11th to 13th had a continuous running fight with the Senoussi in the course of which they lost two men killed. They were again in action on December 25th. There was further fighting from January 23rd to 25th, 1916, when parts of the squadron were attached to the Duke of Lancaster's Own Yeomanry. These actions consisted in long manœuvres for the purpose of rounding up bodies of the enemy. Wide flanking movements were made over the desert, which resulted in the capture of a large number of prisoners and a quantity of stores. The party which had been left at Alexandria moved to Matruh on December 19th.

On January 26th, 1916, the party at Imbros, which now consisted of five Officers, 64 men and 18 horses, embarked for Alexandria, and by February 14th they had all arrived at the Yeomanry Base Depot at Sidi Bishr, where they were joined by Major Bonsor back from England. After some days had been spent in explaining to the Base Staff that " C " squadron was not a Yeomanry reinforcement, and that, although it was spread along the Coast of Egypt from Alexandria to Tripoli, it yet possessed an individuality of its own, the staff in bewilderment allowed an independent squadron camp to be pitched, in which it was hoped that the scattered parties would eventually unite. This hope was realised on February 24th, when the rest of the squadron under Lieut. Osborne arrived from Matruh.

On March 1st orders were received to prepare to embark for France on the " Nessian," two days later. Detailed orders would follow, and all horses, except chargers, and all saddlery were to be handed in and not to be taken. At the same moment

an Ordnance Officer arrived from the Division at Suez for the express purpose of seeing that the squadron was fully equipped with saddlery. So having spent a large part of the day handing the stuff in and having it carefully checked with receipts, the squadron spent the rest in drawing it out again and signing for it. They then waited for embarkation orders till midday, when they eventually reached the Embarkation Staff by telephone, who seemed pained that the squadron had not guessed the place or hour of departure by the light of nature.

The "Nessian" was a small cargo boat, whose utmost speed was 8 knots, and it was probably owing to the fact that she looked so insignificant, that no submarine wasted a torpedo on her, with the result that the squadron arrived safely at Marseilles on the 11th. On the 15th they arrived at Rouen, where they were to spend a few days at the Cavalry Base Depot, in order to be equipped with horses, but, owing to some mysterious remark on the Movement Order, the R.T.O. insisted that they should go on to the bakery at Calais. In vain they protested that they had come all the way to Rouen for the express purpose of getting horses, and that they would not be at their best in a bakery. He was adamant, and a trifle rude. Fortunately the Calais train did not leave till the evening, and during the day the Cavalry Depot sent down to enquire why the squadron had not arrived, upon which the journey to Calais was cancelled and the bakery deprived of its reinforcement of mounted men.

They remained at the depot till the 20th, when they again entrained with their full complement of horses. During the night a horse in one of the trucks grew tired of the slow pace of the train and proceeded to kick up a fuss, which suddenly caused the man in the truck to come to the conclusion that the place for him was outside. But as soon as the door was opened the horse got outside first, jumped down on to the line, and galloped up past the train, until he was swallowed in the gloom.

Whether he made his way to the line, or thought better of it, and, boarding a down-going train, returned to Rouen, was never known. On arriving at Pont Rémy, where they detrained, the squadron met their new interpreter, who had brought his own horse, and thus the incident relieved them of the embarrassment of explaining away a surplus horse.

The next ten days were spent in the Village of Brucamps. Here the squadron was inspected by the Divisional Commander, General de Lisle. It was the first time he had come across them in the flesh and he seemed slightly surprised that so much of it remained intact. However, he promised them an early opportunity of bringing their casualties into line with those of the rest of the Division.

On April 4th they had reached Amplier, and it was here that the Division began to take an interest in them with the above end in view. The first step was to send them four Bombing Sergeants to teach them to become expert bombers, so that they might advance, blowing a passage through the enemy for the Division which would follow in their wake. The instruction lasted one week, during which every man was inculcated with a wholesome fear of the bomb as an engine of War.

On April 10th, 2nd Lieut. Eastman took ten men to act as police under the orders of the Divisional A.P.M. at Acheux.

On the 16th the whole squadron moved to Acheux. When they arrived in the afternoon they found that the Town Major had allotted to them as horse lines a small swamp in which was already embedded a detachment of gunners, who were either unable or unwilling to extricate themselves therefrom. In desperation the Town Major was kidnapped and marched round the village until he found another swamp where the horses could be temporarily accommodated. During the rest of the month a daily digging party of 50 men went to Mailly-Maillet to dig a support line.

At the beginning of May the squadron left the 29th Division and moved to Heilly, where they joined up with two

squadrons of South Irish Horse, as Corps Cavalry to the XV Corps. After spending a fortnight here, they were again moved further north, and joined with two squadrons of D.L.O. Yeomanry as Corps Cavalry to the III Corps, and they remained with them until the autumn of 1917.

The III Corps was preparing for the Somme offensive, and on June 19th 2nd Lieut. Eastman took his troop to the 19th Division to assist the A.P.M. until the attack began. On June 30th this troop received orders to push forward as soon as the first attack had succeeded and occupy villages well ahead. On the same day the Regiment received orders to stand by in billets. At ten p.m. they paraded and moved off towards the line.

About 5.30 a.m. on July 1st the Regiment reached Dernancourt, where orders were received to send men to the line as soon as possible, so after watering and feeding the horses, half the Regiment under Major Bonsor went on to Albert. The situation was vague, but it was quite certain that the first attack had not proved the success that was hoped for. The party was required to fill a gap caused by the fact that the centre battalion of an attacking brigade had gone right through the enemy, and disappeared, leaving the flanking battalions behind. After dark the party went forward and took up a position in the remains of a trench which was just behind the mine crater at La Boisselle, with orders to be ready for a sudden advance of the enemy on their immediate front. During the night a very satisfactory piece of work was done. An officer appeared and asked for some men to make a last effort to get ammunition and rations up to the front line. Several attempts had been made, but so far they had all failed owing to the heavy shell fire. A party of men went off, and, happening to hit upon some tunnelled trenches, got all the stuff up satisfactorily. The next three days were spent in periods of peace, punctuated by moments of intense fire, but more by good luck than good cover, only one man of the squadron was wounded.

During the three weeks that were spent at Dernancourt troops of the squadron were attached to Divisions in the line for keeping the ration tracks clear and looking after bomb and ammunition dumps. This was no very light task when the battle was moving slowly forward, and all the area behind the line was kept under continual shell fire.

One night Lieut. Mellor took a party to carry bombs to the Infantry who had just taken Contalmaison. On getting near the place they met the Infantry who had just been driven out by a heavy counter attack, and were forced to retrace their steps through a series of barrages. Another party under Lieut. Kidd, which was employed for three days burying the dead, had two men wounded. These parties were continually being employed until the 19th, when the Regiment returned to the old billets at Beaucourt and Bavelincourt.

All through the autumn half the squadron was employed in the forward area, regulating traffic on the rivers of mud that served as roads, which were constantly being blown to pieces as fast as they were built up, carrying on pack ponies S.A.A. and bombs to the Infantry and shells to the forward guns, over water-logged shell-holes, and acting as despatch riders at night for Brigade Headquarters.

A trooper of " C " Squadron writes with reference to this :—" From what I can remember the motor-cyclists used to bring the despatches up the line as far as roads would permit, that was to that delectable spot *Fricourt*, where three or four of us (mounted) would ' carry on ' to various H.Q. in the line, always under cover of darkness. In course of time the horses knew the track quite well, and on the blackest of nights would pick their way through gaps in barbed wire, round deep shell-holes, etc. We were always on duty, saddled-up throughout each night and took the despatches in turn—sometimes they would arrive every half-hour, which meant very hard work. The flashes of our own guns, and bursts of enemy shells, often caused us trouble to remain seated in the saddle, and on some

occasions ended in our chasing our horses. Some few nights were more or less quiet, but we noticed that there were *fewer* despatches then (obviously!) "

During the day our horses were under cover and we in a dug-out resting. For a while some of we Surrey Yeomanry were also engaged in guarding a German prisoners' cage in "*Sausage Valley*"—rather appropriate, eh? Some of us were also at Contalmaison on a "control post," at "Windy Corner" (near Mametz Wood)—also *very* appropriately named.

The rest of the squadron looked after the horses and made fascines which were being sent forward as fast as possible to keep the roads going. This continued to the beginning of January, when the Corps moved South, and the Regiment was collected to go back to Ailly-Sur Somme behind Amiens, until billets were ready in the new area. During this time most of the Officers and Sergeants went for a month to the 5th Cavalry Divisional School.

On February 19th, 1917, the Regiment moved from Ailly to Warfusée. As the frost had begun to give, and lorries could not run, only kit that was absolutely necessary could be taken, and strict orders were given to load the G.S. wagons as lightly as possible. Consequently there was a scene of some enthusiasm at the starting point when the Colonel demanded to see the contents of an enormous packing case that was occupying the greater part of one wagon and found therein a bitch with a litter of puppies!

At Warfusée the Regiment took over huts and horse-lines that had recently been occupied by the French. Parties were detached at once on different jobs in the Corps area, and the men who remained were only sufficient to keep the horses exercised. The situation became complicated when measles broke out in the squadron, as this meant that part was in quarantine and could not mix with the other part. But with a little care the measles were introduced through the whole

and once more the squadron could work together. But on the 17th Lieut. Brodie and his troop, who had been attached to an Army School, returned, which was awkward, as they were not in quarantine. However, they very soon were, Lieut. Brodie nobly giving a lead to his troop and being the first to succumb to the complaint. The squadron was now collected and training vigorously carried on, as the Corps expected to use the Regiment shortly.

On the night of March 19th orders were received to march off early next morning and get into touch with the enemy, who, as had by then been definitely ascertained, had retired from their position on the East bank of the Somme. Early in the morning the Regiment moved off in a snowstorm, and after a three hours march, the last part over a series of shell holes that had once been a road, they reached the Somme at 11 a.m. Here verbal orders were issued that the squadron should be responsible for the right flank, with particular instructions to find out if the enemy were holding Tertry, which was the key position to one of their trench systems. After crossing the Somme the squadron advanced with Lieut. Kidd as advanced guard who found Tertry clear. At the same time, Lieut. Mellor, acting as right flank guard, found Devise and Monchy Lagache clear, and reported that all bridges over the River Omignon had been destroyed. This information established the fact that the Omignon Valley was clear of the enemy for six miles East of the Somme. The whole country was silent and completely deserted and there was not a house standing in any of the villages. At the entrances to most of them enormous craters had been blown in the roads. That night the squadron bivouacked in Devise, their slumbers soothed by an uninterrupted series of snowstorms.

The next morning the squadron moved East along the River Omignon to Tertry. Lieut. Kidd took a patrol along the North bank of the river, and met with no opposition until he reached Vermand, where fire was opened on him, one man being

wounded and one horse killed. The place was not held in force and he was able to get well into it. A very cool piece of work was done here by Private E. J. Saunders. He was entering the village as third man of the patrol, when suddenly a party of about eight of the enemy appeared from some rising ground running down a side street towards them. The leading two men of the patrol turned and galloped back, but it is doubtful if they would have got safely away if Private Saunders had not dismounted when the enemy were about 50 yards away, tied his horse up, fired nineteen rounds at them, knocking over two. Then, when this had succeeded in driving them off, he mounted again and rode out of the village in the rear of the patrol.

At the same time Lieut. Mellor took a patrol along the South bank of the river and reached a point some way East of Vermand on the South side, called Moulin de Villecholles, before he came in touch with the enemy. Two other sergeants' patrols also went out, one of which came under fire from a small field gun. All patrols were pursued by aeroplanes, which were flying very low over the country, and continued firing at any parties they saw, until they compelled them to take cover among trees.

By the evening of that day, it was clear, both from reports of the squadron patrols, and from the reports received from the D.L.O. squadron on the left, that the enemy were holding as their main position a line some miles further on—probably the Hindenberg line, but were holding the line Bernes-Soyecourt-Vermand, at least in sufficient force to keep patrols from getting through. It was a pity that it was impossible to bring up a strong enough force to attack and hold these places, as a fortnight later they were occupied in considerable strength.

On the morning of the 22nd a patrol went out early to Vermand, and went through the place without seeing anything of the enemy. Corps Headquarters were very anxious to secure

a prisoner, and it was also important to discover the exact strength of the enemy immediately in front of the position, so with this object in view, a scheme was evolved which was to be carried out by the squadron, and the D.L.O. Squadron on the left. The latter were to approach Soyescourt from the North and engage the enemy's attention there, while " C " squadron was to move past the North side of Vermand and come in behind Soyescourt.

At 12.15 the squadron set out with Lieut. Kidd as advance guard and Lieut. Mellor as right flank guard to mask Vermand, and a Sergeant's patrol was sent out to the left flank to get in touch with the D.L.O. squadron. Just as Lieut Mellor's troop was approaching Vermand, a blinding snowstorm came on, and when it cleared suddenly, he found himself in an exposed position, where he came under heavy machine gun fire from rising ground on the far side of the village. Two men and several horses were hit and the troop had to retire under cover. At the same time Lieut. Kidd came under fire and he dismounted his men for action.

At this moment the Sergeant's patrol on the left reported that they had seen a small party of the enemy in Soyescourt, and that there was no sign of the D.L.O. squadron. As, in the complete absence of co-operation, it was obviously futile to continue operations, the only thing left to do was to get in the two wounded men who were lying in the open. So one troop was dismounted for action to watch the left flank and Lieut. Playford was sent forward with his troop to get in the two wounded men, under cover of fire from Lieut. Kidd. They eventually succeeded in doing this, Lance-Corporal Fitzgerald showing great coolness and courage. Stretchers had to be improvised, and after considerable difficulty the men were taken back to Poeuilly. The squadron retired to billets at Vraignes—the casualties were two men wounded, two horses killed and three wounded. Lance-Corporal Fitzgerald and Private Saunders were later awarded the Military Medal.

Vraignes was one of the two villages left standing in that area and into it the Germans had crowded all those inhabitants of the surrounding country whom they had not sent back into Germany. But as it was close to the line, and was shelled from time to time, all the civilians were moved back from it during the next two days. In the course of the night a disturbing piece of intelligence arrived from the D.L.O. squadron, that a mixed force of cavalry and infantry had penetrated their right flank, that is, the left of " C " squadron. A strong patrol was immediately sent out to verify this, but they found the country side wrapped in peace, as the enemy force had apparently faded away.

The next day the Regiment became part of a mobile column, but the mobility only existed on paper, as the other ingredients of the column were still a considerable distance on the far side of the Somme. " C " Squadron, in fact, became a bit more stationary and took over the defence of the position which had been held the previous night by a cyclist battalion. The line consisted of three villages connected by a road; about a mile to the South-east lay Vermand, which was held by the enemy, and four hundred yards due East was Soyecourt which was also in their hands. From this latter place ran a trench line, which continued through Poeuilly, the right flank of the squadron position, and on the 23rd Sergeant McConnell was shot by a sniper from his trench and badly wounded. Owing to the extent of the front, and the small number of men available, this line could only be held as an outpost line. But the small bodies of men that showed themselves could easily be driven off, and shelling was spasmodic, doing little damage, so long as men did not use the remains of buildings that were left standing, as the enemy's guns were concentrated on these.

On the 24th the line was taken over by the 5th Cavalry Division. They apparently had not been informed that there were any troops between them and the enemy and they advanced over the country with rifles at the carry, so that it

was a pure matter of chance that the squadron did not figure as victims of a " regrettable incident."

The squadron remained at Vraignes until the end of April, reverting to squadron training and being periodically shelled, and during this time two officers, Lieuts. Scott and Morley joined us as a reinforcement. At the beginning of May they were attached for three weeks to the 42nd Division, but as the line was once again becoming consolidated, the Division did not exact much from them, except mounted orderlies for Brigade Headquarters.

In June the Corps area was again changed and the Regiment moved a few miles North of Moislains. Shortly after this orders were received that the Regiment was to take part in the general dissolution of the Yeomanry, the horses began to fade away, and on 24th July the squadron moved to the village of Wombercourt, near Hesdin, in the G.H.Q. area. Here they spent six peaceful weeks while G.H.Q. and the War Office wrangled over their bodies. One day they were to be infantry, the next Tank personnel, and the next machine gunners. Eventually, at the beginning of September, they again entrained for Etaples, where they entered the Infantry Base Depot to emerge after three weeks as a reinforcement for the 10th Bn. *Queen's (R.W.S.) Regt.*

CHAPTER II.

WITH " C " SQUADRON ATTACHED QUEEN'S (R.W.S.) REGIMENT.

THE same officer continuing his story from the previous chapter says:—

" During the last few months, and particularly when it became certain that the Yeomanry was coming to an end, a certain number of N.C.O.'s and men had left to take Commissions. But the numbers had been kept up, and the reinforcement which joined the 10th Queen's towards the end of September was a formidable one, consisting of Major Thesiger, who had joined the Squadron a short time before, Major Bonsor, four other officers, and considerably over one hundred men. The Battalion had just come out of the line at Paschendaele, after a costly attack, and had lost their Colonel among others. So for a few days Major Thesiger commanded, before going off to another battalion. The Division went almost at once up to Nieuport, and was in the line on the coast for most of October. At the beginning of November it came out to prepare for Italy, where two divisions were being sent to reinforce the Italians after the Caporetto disaster. The battalion entrained during the second week of November, and everyone was heartily thankful to see the last of the mud of Flanders. About a week was spent in the train, followed by a hundred mile march from Mantua up to the Piave. Considering that the foot was not the part of a Yeoman's anatomy that had been hardened by contact with the saddle, the



Capt. A. O. N. CHICHESTER
Served with "C" Squadron throughout the entire War.

WINTER OF 1918-19 IN ANCHORED QUEEN'S REGIMENT.

The same officer continuing his story from the previous chapter.

During the last few months, and particularly after when the weather had become so inclement, the battery was reduced to an extremely small number of men, and men had to be kept up, and to be sent out on duty, and the Queen's towards the end of the year, the battery consisted of Major Chesiger, and a few men, and a short time before the end of the year, the battery was considerably over-
 10

hauled, and the battery was sent out of the line at the end of the year, and had lost their command among the Italian army. Major Chesiger continued before going to the Italian army. The Division was almost broken up to Nieuport, and was in the line on the coast for most of October. At the beginning of November it came out to proceed to Italy, where two divisions were being sent to replace the Italians after the Caporetto disaster. The battery was sent during the second week of November, and I was very much thankful to see the last of the end of the year. About a week was spent in the train, followed by a long and arduous march from Mantua up to the Piave. Considering that the fact was not the part of a Yeoman's anatomy that had been hardened by contact with the saddle, the



Capt. A. O. N. CHICHESTER, M.C.
Served with "C" Squadron throughout the entire War.

Squadron survived the test of this march very creditably. The battalion went into the line at the beginning of December, and remained there on and off for about six weeks. It was a most welcome change after the line in France, as the gunners on both sides had a most comforting respect for house property, which consequently was used as billets with comparative safety. It also kept up spirits to see the sun rising every morning in a clear sky over snow topped mountains, instead of waking daily to a steady downpour sweeping over a flat expanse of mud and water.

But there were drawbacks to this life. The last place in the line which was held for ten days was a sheer cliff over the Piave covered with bushes, and at that time coated with a solid sheet of ice. There were tracks running up and down, and also along the face of the cliff, and as these were also solid ice, movement was difficult, particularly as it could only take place at night. It did not take long to learn that it was more comfortable in the end to start a journey in a sitting position, rather than to start on the feet, sit down with considerable pain, cannon on to the back of the head, and continue in that attitude at an ever-increasing pace, until the descent terminated in a tree or the river.

On leaving this spot, more or less devoid of necessary portions of clothing, the Battalion went into billets for a month’s intensive training, as there began to be talk of an offensive. This was followed by a fortnight’s digging, and the Brigade then moved into billets as Divisional Reserve. But here sudden orders arrived to entrain for France so by the middle of March, 1918, the Battalion was in the line behind Doullens waiting for the German attack on the 21st. On the afternoon of that day they entrained to go to a training area behind Albert. They reached Albert about midnight, but, instead of detraining, were sent on to Achiet-le-Grand. They arrived here about 2 a.m., and became unpleasantly aware of the turn events had taken by finding a large shell arriving in

the station every two minutes, which fact accelerated the de-trainment. After a march of six miles at a slow pace, owing to congestion on the roads, they reached some empty huts about 7 a.m., where packs were shed, and went straight forward about a mile to dig in with orders to hold the position at all costs. During the next day the Brigade repelled five attacks with small loss to themselves, the enemy attacking in great strength, but never reaching the trenches. The following day the enemy kept up a heavy bombardment, but did not attack. At 4 p.m., owing to their continuous advance in the South, the Germans suddenly appeared in the trenches on the immediate right, and were seen to be fast getting round in the rear of the Battalion. In falling back, the casualties were very heavy among the Surrey Yeomanry officers: Lieuts. Scott and Morley were killed, and Capt. Chichester was wounded. During the next week the remains of the Battalion were continually fighting and retiring till the Division was sent back to re-form.

After a brief period of rest, the Battalion went up to Kemmel, where they held the line for a short time, and were then relieved by the French and went to Paschendaele. While they were here, the salient was abandoned, and the Battalion fell back to Ypres, and continued doing spells in the line till the end of May. During June they were out at rest, and at the beginning of July they relieved the French on the Scherpenberg. July and August were spent in this unwholesome spot, where there were no trenches or dugouts, where shell-fire was heavy and continuous, and where every available moment was spent in consolidating shell holes into a line of resistance. During part of August the Battalion was split into two and amalgamated with two half battalions of Americans, for the purpose of giving them an insight into the sordid side of the Great War.

During the latter part of this month ideas began to change, and preparations were begun for an offensive. At the end of

the month the enemy retired behind Kemmel, and the Battalion followed them up—a distance of about five miles—and got in touch. They were then relieved, with the promise of a rest, but the same night were sent up again to relieve the Americans at Dickebusch. On September 4th, an attack was made, but the enemy dispositions which had been received from the Americans turned out to be incorrect, and only a slight advance was made, with heavy casualties. The Battalion then came out till the end of the month, when they returned once more to Ypres. The same morning Hill 60 was taken, and from it they advanced for about two miles. By the third day they had reached the outskirts of Werwecq. A week was spent in and out of the line, while the advance continued to Gheluvelt, and on October 14th, the Battalion attacked towards Menin and got up to the town. On the 16th, they went up to Courtrai, and, waiting in reserve while another Division attacked through the town, marched on and made a very successful attack on some tunnels at Knocke, under the Canal that were holding up the advance. Owing to an error in orders the successful Companies were withdrawn, and this operation had to be repeated with considerable casualties by another Battalion. Further advances were made on the 23rd and 25th, which brought the line up to the bank of the Scheldt. For the next ten days the Battalion was holding the line at different points, and then came out for a few days to prepare for storming the river, but the enemy retired from his positions and the Battalion went forward as soon as a pontoon had been thrown across, to get into touch. The advanced guard gained touch on the morning of November 11th, at Nederbrekel.

It was obvious that the Squadron had been a very valuable reinforcement to the Battalion at a time when drafts were not maintaining their standard. A considerable number of reliable N.C.O.'s came with the Squadron, who did not take long to pick up infantry work, and as many of these left to take Commissions, several of the old members of the Squadron

were promoted N.C.O.'s in their place, so that by the end of 1917 there were few Yeomen Privates left.

After the Armistice, the Battalion marched on gradually to Huy, between Namur and Liege, on the way spending a week-end at Waterloo. It was the first occasion that British Infantry had been there since 1815. From Huy the Battalion went on to Germany at the beginning of January, 1919, and remained on the outpost line twenty-five miles East of Cologne for several months, until the progress of demobilisation had removed all old members of the Squadron."

As far as can be ascertained, the casualties suffered by " C " Squadron, up to the Autumn of 1917, and after joining the 10th Queen's were as follows:—

Killed	2 Officers.	22 O.R.
Wounded ...	1 Officer.	31 O.R.
Prisoners ...	—	5 O.R.

and during the War *Eighty* Members of the Squadron were given Commissions.

The following letter was received by O.C., " C " Squadron from Lieut.-General Sir Aylmer Hunter-Weston, K.C.B., who commanded the 29th Division when it left England, and circulated six years later to the Squadron:—

H.M.S. Bryony,
off Cape Helles.
25/4/21.

Dear Bonsor,

Will you let the officers, N.C.O.'s and men of your old Squadron of Surrey Yeomanry, which formed the Divisional Cavalry of the 29th Division, know that they were much in my memory, on this the sixth anniversary of the great landing.

Your Squadron was not actually with us on that day, but you formed part, and an important part, of the Division, and

your Squadron along with all the units of the "Incomparable 29th," inherits the traditions of all their successes.

Tradition is a very great asset to a regiment, and I hope the Surrey Yeomanry, whether it remains in the future as Yeomanry-Cavalry, or of some other arm of the Service, will incorporate in its traditions—the great tradition of the "Incomparable 29th," to which you and your gallant Squadron belonged.

All good luck to you, and to you all. I hope it may be my good fortune to meet you and the other officers, N.C.O.'s and men again.

Believe me,

Your old commander and comrade,

(Sgd.) AYLMER HUNTER-WESTON.

(NOTE—Similar eulogies about the Regiment from General Sir Ian Hamilton, C.-in-C., Mediterranean Expeditionary Force, also Major-General E. F. Bulfin, G.O.C., 28th Division, will be found in the pages of Parts III and II respectively.—Ed.)

CHAPTER III.

WITH "C" SQUADRON AT THE DARDANELLES, AND IN FRANCE.

SERGEANT C. W. NIGHTINGALL, of Epsom (late of "C" Squadron) has given the following additional interesting particulars. Says he :—

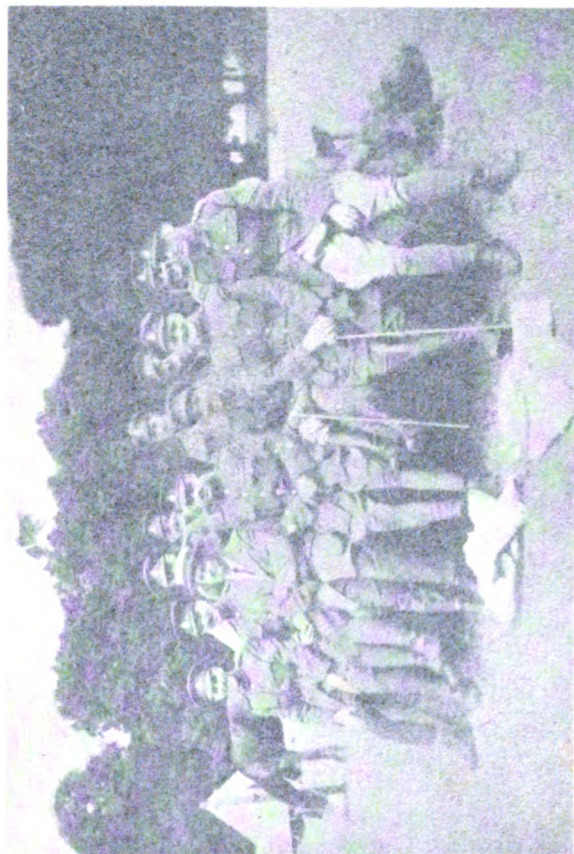
No reference to "C" Squadron's stay at Stratford-on-Avon, early in 1915, would be complete without reference to the very whole-hearted, kindly and generous attitude of the inhabitants of Shakespeare's birthplace ; nothing was too much for them to do for their "billets." Entertainments without end were the order of the day. Some of the Squadron suffered their first *wounds*, inflicted by an ancient weapon in use during the time of the Normans—namely, a bow and arrow, but wielded in this case by a young gentleman known as "Cupid. "

As regards our interesting trip to the Dardanelles in 1915, attached to the "Incomparable 29th," it was soon found that life on a troopship was to be no picnic and the *Aragon*, although it appeared to be extraordinarily well equipped, was uncomfortably crowded. Hammocks, slung over the mess tables, were a great novelty, but after some experience, proved quite comfortable.

The arrival of the transport at Malta was an experience not to be forgotten. The harbour was full of transports and English and French naval vessels, and the crew of one of the latter's cruisers paraded their band and welcomed us with tumultuous cheers and much playing of "Tipperary" and "God Save the King."

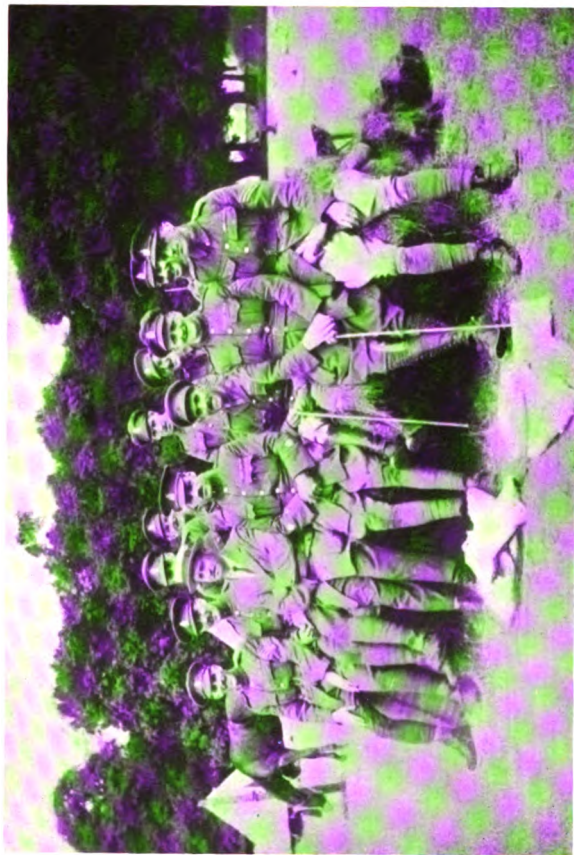
Four days before reaching Alexandria, the "powers above" decided that vaccination was necessary, so that many were feeling somewhat the worse for wear on arrival, and the march through

SOME "C" SQUADRON VETERANS, FIRST POST-WAR CAMP AT ARUNDELL PARK, D.C.



Back: Capt. F. Seely, Sergt. Pat O'Keefe, Corp. F. Terry, Sergt. C. A. Patterson,
Front: Sergt. C. W. Young, Sergt. A. Preston, Sergt. J. McConkey, S. M. G. McGinnis, Capt. A. Chiodo, Sergt. M. C. S. Q. M. S. H. Allen, M. C. Sergt. H. C. Hill

SOME "C" SQUADRON VETERANS, FIRST POST-WAR CAMP AT ARUNDEL PARK, 1920.



Back : Corp. F. STEEL, Sergt. PAT O'KEEFE, Corp. F. TERRY, Sergt. C. A. PATTERSON.
Front : Sergt. C. W. NIGHTINGALL, Sergt. A. PRESTON, Sergt. J. MACONNELL, S.S.M. G. MOULD, Capt. A. CHICHESTER, M.C.,
S.Q.M.S. H. ALBON, M.C. Sergt. H. CARTER.

the streets of the town in the mid-day heat of Egypt was very trying, especially as the troops were equipped with winter clothing and had to carry full equipment, including great coats.

It was afterwards discovered that trams ran the whole way from the docks to the camp, so that the unprintable remarks were no more than could be expected.

On April 6th, 1915, a very imposing review of the 29th Division was held in Alexandria, when " C " Squadron headed the march past General Sir Ian Hamilton, the G.O.C., Mediterranean Ex. Force.

The camp amongst the native cemeteries would perhaps be better appreciated by the following account of a funeral, witnessed by the writer :—

Early in the morning, soon after dawn, a funeral procession was "heard" approaching. The deceased was evidently a man of some substance, as he was followed by numerous widows and a crowd of hired mourners, who made the air hideous with their lamentations and wailing. On arrival in the cemetery no grave seemed to have been prepared, and consequently the coffin was dumped whilst various trial excavations were made, during which various parts of the anatomy of previous burials were brought to light. However, a shallow hole was soon made, the grave-digger meanwhile smoking a cigarette and occasionally blowing his nose on the shroud. The late lamented was then turned out of his "box" and tumbled into his last resting-place; the fact that the grave was much too small proving no obstacle, the body being carefully doubled up to fit.

The life of " C " Squadron at Imbros was very uneventful. Rations were always poor and the absence of canteens for the greater part of the campaign made it impossible to supplement the fare. The lack of vegetables and butter was no doubt the cause of the plague of "boils" from which many suffered.

Trips on various jobs to Gallipoli enlivened the monotony, and so far as most were concerned, did not give rise to any great desire to take up a permanent residence there. The excursions were made by trawlers, which ran to a time-table to the various "landings,"

and always reminded the writer of catching the morning train to the City ; the passengers were mostly staff officers who arrived with their attaché cases. The arrival of the trawler off the beach was usually announced by a few pot-shots from Johnny Turk, but his shooting seemed in the main to be inaccurate.

Cape Helles always teemed with activity, and the mixture of Army and Navy was particularly interesting. Many of the survivors of the sunken battleships *Triumph* and *Majestic* were employed at the landing stage and, having lost all their belongings, strange sartorial effects were observed. "Shorts" and putties, a sailor's cap and jumper seemed rather a strange turnout, especially if the wearer was equipped with a plentiful beard.

The first saddening sight on landing was the "cemeteries," almost lapped by the waves, and surrounded on all sides by huge stores of food, guns, horses, mules, water cans, and all the usual impedimenta. Many of the fatigue parties on the beach heartily wished themselves elsewhere, there being little shelter from the intermittent shelling, both from the Peninsula and from Asia Minor.

Dug-outs and bivouacs riddled the hillside, and on the sound of a shell on its way, the place cleared of men like rabbits going into their burrows.

A bombing raid over Imbros on September 10th provided an unusual experience, in that, in addition to the usual "eggs," several hundred steel arrows about 6 inches long arrived, like a hail storm.

Optimism was rife at G.H.Q. just previous to the landing at Suvla, and General Hamilton, in addressing a Church Parade on the Sunday previous, informed us that we should be well on our way to Constantinople within a few days. How soon he was to be disappointed is well known. The appalling muddle will never be forgotten, or the glorious achievements of our brother yeomen of the 2nd Mounted Division—acting as Infantry—in their magnificent advance over the Salt Lake to attack Chocolate Hill.

The camps on " K " beach at Imbros were filled with wounded,

and from what could be gathered from them, it appeared that a great victory had been within our grasp, only to be snatched away at the last minute. The squadron provided a guard on the hills surrounding the G.H.Q. camp for the purpose of keeping Greek and other natives from approaching the camp and of searching working-parties returning to their villages in the interior. It is interesting to mention in this connection that on one Saturday evening, no less than a G.S. wagon load of loot was recovered. Many of the men were wearing three or four shirts, several pairs of socks, not to mention such trifles as a few cwt. of soap, picks and shovels, water bottles, etc. It was a general opinion that many of these natives were spies, and certainly some of our attacks and the Suvla Bay landing were well known to be imminent by the enemy.

The only well kept secret was the evacuation, and it is strange that on this occasion all civilians were kept safely locked up in a cage. The troops in "C" Squadron, from the nature of their work in the various offices at Imbros, were well acquainted with forthcoming plans, but even then (although they were aware of some move) were taken by surprise by the actual event. The writer was a sentry on the hill guard previously mentioned, and was extremely puzzled by the sounds of great activity in the harbour below him and when just before the dawn the sounds of explosions and the breaking out of great fires on the Peninsula took place, he became aware of what was going forward. When light came troops were to be seen to be disembarking on the island (Imbros) in great numbers, and as is well known, the whole of this wonderful operation was carried out without the loss of a single life. The "C" Squadron Imbros party suffered an unusual experience in not receiving any mails from home from a week before Christmas until their arrival in Alexandria in the middle of February. The sixty odd returned troops were then snowed under with some 40 full bags of mails, which included all the Christmas parcels, much of which was not in too edible a condition.

Plum puddings, mince-pies and similar fare seemed strange with the temperature at 110° in the shade. One innocent youth received

heartly congratulations on his parcel sent him by a fond aunt and which contained, amongst other items, a 7-lb. tin of "bully beef" and a large box of "dates"; this little story reminds one of the yarn of the "Brass-hats" in Whitehall sending a load of sand to Egypt to fill sand bags with."

THE SQUADRON IN THE BATTLES OF THE SOMME.

Regarding "C" Squadron's subsequent doings on the Western front, and particularly during the Somme battles, Sergt. Nightingall gives the following additional particulars:—

The trench digging party at Mailly Maillet was the squadron's first experience of such work, and the only really novel feature of it was that the men rode their horses right up to their bit of work, dismounted, and the led-horses retired. It seemed rather strange to calmly proceed through some of the gun positions, and in full view of numerous enemy kite balloons, and on several occasions a special display of "hate" was staged in our honour.

The Squadron certainly fell in for plenty of fatigues, and it always appeared that if there was any little job of work requiring attention, the corps cavalry were the boys for the job.

Amongst a variety of tasks may be mentioned the unloading of trains full of granite, coal, shells, rations, corkscrews and barbed wire.

Just before the first battle of the Somme the writer formed one of a party detailed to carry trench mortar bombs of the "plum-pudding" variety up to the front line. The party rode some way through Albert to the district in rear of Thiepval, laid down horse-lines and marched to the end of the communication trench, arriving at nightfall where squads of seven were formed; five of these were to carry a bomb each (weight 60 lbs.), one a box of iron tails (rather heavier) and the remaining man a box of fuses, only a few pounds in weight; it may be mentioned that there was *great* competition for the latter job, needless to say.

These bombs I think are the most awkward articles to carry

that I know of, there is nothing to get a grip of. After several trips along the communication trenches, the party decided to keep on *the top* instead, and found the work considerably easier, although frequent star shells showing the enemy the whole proceedings made us bite the dust rather suddenly. We returned to billets about 8 a.m. the following morning.

The 1st July, 1916, was the Squadron's first experience in the trenches; we started from our billets some time soon after 11 o'clock the previous night and trekked to Dernancourt, arriving there at 5.30 a.m., after a long and tiring march on roads blocked with troops, and thence immediately on to Albert, where all dismounted except the Hotchkiss gun sections. The latter proceeded at a gallop to Beaucourt Wood where the communication trench started, and there they remained the whole day in a most uncomfortable position. The roar of the guns was continuous and many were wounded in the wood, while loud explosions from all sides kept us busy in preventing the horses from stampeding. A cemetery was in a little clearing and the whole day was spent watching the sad spectacle of funerals of the briefest nature. At the same time the wounded were pouring back in continual streams, but one and all delighted at the fact that we were at last advancing. At dusk the whole Squadron reunited and went up to the trenches, just in rear of the huge mine crater at La Boisselle, where the next five days were spent. During the first night several men were brought in by the Squadron from in front who had been buried by shell fire. At no time was I so impressed by the calm heroism of the infantry soldier.

The making of fascines referred to in previous pages may be worth amplifying. This work was mostly done in the woods near Qeavrieau, and consisted of cutting underwood and binding it into long bundles compressed by chains and tied with wire.

After several weeks at this work, considerable numbers were quickly made, and the men were encouraged to do their best by the knowledge that after they had made a stipulated number, they were free to return to camp.

The work done by the Squadron during the German retirement in 1917 was, to my mind, the only real cavalry work done by the regiment during our stay in France, and was certainly much enjoyed, although it was by no means a "cushy" performance. It is certainly a most eerie feeling to be on a patrol, riding from one burning village to another, along roads and fields, not knowing in the least where the enemy were and wondering whether they might be behind the next hedgerow.

The Squadron's entry into Vraignes was somewhat in the nature of a triumphant procession, for here were crowded the inhabitants—old men, women and children, of the surrounding countryside, some 600 in all. As we approached we could see them running about undecided whether the Uhlans were coming back, or whether the British had at last arrived. On finding out the latter, it was the case that French and English flags appeared from apparently nowhere and a delighted crowd cheered us into the village. Of their little store of food, good things were thrust upon us in abundance. After the refugees had been removed next day, considerable stores of flour fell to us and the troops were soon busy enjoying the unaccustomed pleasure of eating chupattees of their own making.

The thorough nature of the enemy's preparations for retreat can only be realized by those who saw what had been done; every tree was deliberately razed to the ground, whole orchards being uprooted; every crossroad had been ruined and huge craters made; every village was destroyed by fire and explosives; wells filled up with dead horses and rubbish, telegraph wires cut and railroads removed *en bloc*. To my idea the Bosche thoroughness was never so well demonstrated.

On September 8th, 1916, close to Bavelincourt (between Albert and Amiens) a very sporting race meeting was organized by the composite regiment of Surrey Yeomanry and Duke of Lancaster's Own Yeomanry. This was a very interesting affair and caused great enthusiasm. Regular daily news items from training headquarters were published and all trials and form eagerly discussed.

A totalisator was run with great success and it is a coincidence to see that the promoter of the Bill now (1928) before Parliament (Lord Hamilton of Dalzell) acted as the Official Starter at the meeting.

N.B.—These races are referred to elsewhere in this book in some detail. See the chapter dealing with Sport on Active Service on Various Fronts.—ED.

CHAPTER IV.

WITH A TROOP OF " C " SQUADRON IN THE EGYPTIAN DESERT.

" THE SENOUSSEI AFFAIR."

THE Surrey Yeomanry when in the East, and represented in this instance by a Troop of " C " Squadron under Lieut. Osborne, took part in one of those Cavalry operations, (viz., a running fight with disaffected Arabs in the desert), which are always of interest. The facts were these:—The Germans and Turks had endeavoured to bribe the numerous Arab tribes with gold to oppose the British and Egyptian armies. Enver Bey, the Turkish leader, having been successful in persuading one powerful Sheikh to do so (and certainly expecting more to follow), appointed one Jaafar Pasha, a Bagdadi officer from the Turkish Army, to command this armed rabble in the field. This officer after distinguished service in the German and Turkish armies had been specially chosen by Enver to organize the levies of the Sheik el Senoussi. He went there by submarine, and soon made a decent force of the wild men, and showed considerable tactical ability against the British in two battles, of which we now give some details, extracted from the Diary of Trooper C. W. Harrison, 3rd Troop, " C " Squadron, who served in the affair. He prefaces his remarks on same by the following notes:—

" In June, 1915, when the majority of ' C ' Squadron left Alexandria to proceed to the general headquarters of the Mediterranean Expeditionary force at Imbros, the writer found himself forming a part of the ' Skeleton ' unit left behind, with about 60 others, who—under Lieut. Kidd—were to look

after the horses left behind. Under normal conditions the weather at this season of the year is exceptionally hot, and strive as we did, it was no small wonder to find that our numbers began to dwindle rapidly owing to sickness, which meant that each man at times had five or six horses to see to. Every effort and all precautions were taken to keep the horse-lines and camp as sanitary as possible, but even so, there were millions of flies, mosquitoes, scorpions, locusts, etc., to contend with.

"Among other things more interesting, the Surrey Yeomanry did its turn as a Main-Guard to the Sultan—a very regal affair. Also they did some picket duty in the town of Alexandria (where at times there were unruly scenes, mostly caused by Australian soldiers); the picket had to consist of at least 40 men, who patrolled the town at intervals to maintain order, and which was no sinecure. Generally speaking, however, the ordinary routine was the order of the day with reveille about 3.30 to 4 a.m., and all camp fatigues and horses exercised by 8 o'clock in the morning, owing to the intense heat of the day. The monotony was relieved on October 28th by orders to strike camp and entrain for Cairo. October 30th thus found us at Mena Camp (close to the Pyramids) where there were several other 'skeleton' Yeomanry units including the Middlesex Hussars, Herts, and Dorsets, etc. This camp proved an awful hole—malaria and jaundice being very prevalent. On November 13th, a draft of 44 O.R. from the 3rd line Regiment arrived, under Lieuts. Heath and Osborn.

"On November 20th, Lieut. Osborn and 32 O.R., including myself, were ordered to form a Troop ('B' Squadron) of a composite Regiment being then formed for some *special* purpose, our Squadron also including two troops of London 'Rough-riders,' and one troop of Derbys. We eventually left Cairo and entrained for Mex Camp (near Alexandria), where we were fully equipped. It was hereabouts that we first heard rumours of likely trouble with the Arabs, and on December 5th these were confirmed, when we entrained at Cabarry Station for rail-

head in the Desert. Here, under General Briscoe, and accompanying the transport we did a three days' trek, arriving about the 9th ult. at Bir Abu Jerub, on the coast. After bivouacking for a day, we trekked about 30 miles along an old caravan route—being advance-guard to the column, passing several wells on the way guarded by Sikhs. On the 11th we arrived at Mersa Matruh, which place was to be the headquarters of this small Expeditionary Force against the Arabs concerned—the Senoussi."

(Note:—It should be understood here that the Arabs as a whole were *with the Allies*, due largely to several plucky Englishmen, such as Lawrence (T. E.) of Arabia, Colonel Newcomb, Sir Ronald Storrs, etc., who knowing Arabs and Arabic intimately, went *unescorted* and at great personal risk into the desert to dissuade these nomads from being influenced by enemy propaganda, promises, and bribes of gold.—Ed.).

"Before narrating the events that follow, let me give some idea of the country. After leaving Mex, near Alexandria, we struck the desert in its true form—an endless expanse of waste country, with a rough stony and fairly hard surface, the track said to be an old caravan route—connecting the few wells hereabouts; these wells are usually found in a slight hollow and are guarded, as it were, by a few palms—the only thing which exists above the sand. These palms afford little or no shelter from the sun which burns down on top of you from about 4 a.m. until 5 or 6 p.m., even in the winter time. Night time was usually quite cold and accompanied by particularly heavy dews. (There is scarcely any twilight.) The horses suffered exceptional hardship through lack of water. They were maddened with thirst, and the only supply we had both for horses and men was obtained from the wells, which were very 'brackish'; at first they refused it but ultimately, like ourselves, were only too glad of it when a well was sighted. Rations consisted of one pint of well water per day, one tin of 'bully' to two men, and two biscuits each.

" Our route was a mile or so inland from the coast until Mersa Matruh was reached on December 11th, where we made a fairly large encampment forming the expedition which comprised:—

" *Mounted*:—Australian Light Horse (who each and all resembled Boers, having given up the painful task of attempting to shave).

" New Zealand Mounted Rifles.

" Royal Horse Artillery (Territorial Force) H.A.C.

" Composite Yeomanry: including ourselves, the ' Duke of Lancaster's Own,' the Bucks, and later Dorsets.

" *Infantry*:—Cape Town Highlanders (these did not arrive until February 9th, however).

" Bn. Royal Scots.

" Bn. Middlesex Regiment.

" Sikhs and Gurkhas, plus R.A.M.C. and R.A.S.C., the whole under the command of Major General Wallace.

" Scouting parties reported the enemy (Senoussi) 12 miles off, so you can imagine we were pretty excited at the thought of our first experience under fire."

The diary continues in much abbreviated form, but does not lose interest thereby:—

" Dec. 13th. The writer formed part of an escort as advance guard to ' feel ' for the enemy, who were encountered the next day; they had maxim guns in action and were said to be led by Turkish and German officers." (N.B.—Jaafar Pasha, C. in C., as previously stated.—Ed.). " Artillery duels all day long were the predominant feature and rearguard actions were fought.

" On Dec. 15th our Troop were on outpost duty, 1½ miles out along coast. The 4th Composite Regiment was disbanded now, and attached to 5th Composite Regiment under Major Bibby. Busy entrenching and fortifying (sandbags, barbed wire, etc.), sniping and small skirmishes at night; extremely lively.

" Dec. 19th. First *quiet* day—the writer with few others

enjoyed a sea wash in a small salt lake; the water, which looked most tempting was found to be bottomless, being exceptionally cold and very very salt, almost too cold to swim in. The edge of these lakes look like snow, but are *most* dangerous being a salted coat over filthy slimy mud. I recall one instance of nearly losing my mare, who sank in a patch and I could not free her until after a long struggle. I was with another trooper on patrol duty. I found myself in a kind of sinking mud, and unable for some time to render much help to my mount, who was herself nearly exhausted.

" Dec. 25th. Christmas Day. Eight of us left on outpost $1\frac{1}{2}$ hours before daylight to guard a well. Firing heard in vicinity, but otherwise a peaceful day. At dusk rejoined troop and returned to outpost. *Total casualties* of entire force in day's action about 80. A few dismounted Surrey Yeomanry (Shorter and others) took part in this action as infantry. Two killed.

" Dec. 27th. Relieved of outpost duty and returned to Mersa Matruh. During these last few weeks we were on limited ' iron ' rations, but a little later received *fresh* water, and other rations began to reach us by sea from Alexandria.

" Dec. 29th. Corporal Bond, self and five others whilst on patrol came across a few Senoussi who we rounded up, blindfolded and took back to M.M. The next day two Squadrons went out to the scene of Christmas Day battle. We found the ravine deserted and numerous corpses of the enemy and their camels lying about. These ravines are worth special mention. I only saw a few myself—one comes across them quite unexpectedly. There is no indication, until you are right on the very edge. Then the ground drops almost vertically down the precipitous slope of rocks and crevices. This one averaged about 150 feet in depth and in places just under a 100 feet across at top. It formed a formidable stronghold to the Senoussi, in fact is one reason how successfully Arabs can *disappear* on the horizon, no doubt.

“ On New Year’s Eve the camp was invaded in the dead of night—not by the enemy, however, but by a party of Bagpipes and Drums led by the Hon. Neil Primrose (later killed in action) in a march round the camp.

“ 1916. January 2nd and 3rd. Bad weather experienced. The camp swept by sand storm, gale and rain!!! On the next day the whole place presented an extraordinary spectacle—silver-like sand, inches deep, had blotted out the whole camp. The horse lines had to be moved, tents repitched where blown down, etc. Rain continued to fall for three or four days, and although practically unknown in these parts, when it *does* rain—it rains!

“ Jan. 12th. Escorted a long column to Jeh-el-Wallah, where we rested for the night and continued to El-Bagush Well next day. Left in early a.m. of 14th to do some ‘straffing,’ the enemy, however, retreated (in good time) and we were only able to round up a few prisoners and camels. Returned to Mersa Matruh.

“ Jan. 18th Party of us rode out to some gullies searching for enemy, but with no result. On Jan. 22nd, the whole camp (except sick) left, our Troop being flank guard; next day encountered Senoussi in strong force, about 5,000 well-armed men. Our troop, after dismounting, advanced in open order at first under desultory rifle fire. After we had progressed about 600 to 700 hundred yards, two or three machine guns were opened upon us and we had to proceed cautiously. It was most difficult to detect the enemy in their white robes in the glare of sun and sand, and when you did spot a movement, the distance might have been 1,000 yards or 1,500 yards or more. We each ‘banged’ away at varying ranges, but apparently with little effect. Even so, however, we found his machine gun fire equally ‘out’ of range, the stream of bullets luckily going over our head and shoulders or reaching the horse-holders in our rear, in fact some horses were hit. Before we had advanced much further, however, the Arabs

made it a bit *too* warm and we had to retreat quickly to our horses with the enemy following us up, until we were relieved by some infantry—the Royal Scots, I believe—who had checked the enemy movement and during the day also did some very good work elsewhere.

"We bivouacked that night in comparative peace from enemy; rain fell again, the R.A.M.C. working throughout the night, without rest, tending the wounded, and collecting all available water for them.

"According to prisoner's report, the Senoussi casualties were about 650, our force losing about 250. It was reported that the enemy baggage and transport were packed ready to move. They were about to go South, and skirt round inland of Alexandria to attack Tanta. Several Bedouins reported to have deserted and fled. Had there been **more* Cavalry available the British would undoubtedly have quickly routed them and ended this troublesome 'side-show.' Lack of transport was also a great disadvantage. As it was, however, the enemy were forced back further east to Sollum, which a small British garrison had been obliged to vacate on November 23rd previously."

"Although this was our first battle of any size, we were not able to round the enemy up entirely, and Nuri Bey (brother of Enver Pasha) and his main army retreated.

"The going next day, Jan. 24th, was dreadfully slow, owing to the heavy rain (the desert resembled a sea of mud); the Red Cross wagons having great difficulty. We eventually reached the Well again, rations being very short. Subsequently we reached Mersa Matruh on 25th. Feb. 2nd Patrol and Well guard duty. Inspection by General Maxwell (Commander-in-Chief, Egyptian Forces) of the Bucks, Herts, Dorset and Surrey Yeomanry. Lieut. Kidd arrives back

*N.B.—The reason more Cavalry were not available, being that one whole British Mounted Division, plus Australian Light Horse and New Zealand M.R., had been a short time before landed at Gallipoli, from Egypt, as *Infantry*!—ED.

(after several months' sickness), with Sergeant Parker, Corporal Latham and about a dozen others. Here 29th Division being reformed, and Major Bonsor at Cairo.

"Bad weather delayed our attack on Sollum. General Payton in command. Feb. 14th. Patrolled to near Jeh-el-Wallah and back. Feb. 20th. Sandstorm, lost 20 horses in stampede. Feb. 21st. Lieut. Kidd leaves for England (sick). Feb. 23rd. Embarked with about 60 horses on Messir. Feb. 24th. Arrived Alexandria and left mounted to arrive at Sidi Bishr, where we joined the remainder of 'C' Squad back from Imbros and Gallipoli. March 3rd. 'C' Squad reformed with 29th Division and left Alexandria on 4th on board 'Nessian.' On submarine picket, all lights out at 7 p.m.

"March 11th. Unloaded at Marseilles."

Editor's Note.—Thus ends Trooper Harrison's interesting narrative, brief, no doubt, but full of observation and "local colour"; the keeping of such a daily record on *active service* with the multitudinous duties of a horse soldier's life was indeed no small feat.

In conclusion it might be of interest to mention here that Jaafar Pasha, the Turk commanding the Senoussi, as mentioned, eventually, after being captured by the British—Dorset Yeomanry—decided to fight with us (as the commander of Feisals' Arabs)—with such distinction that he received the great honour of the C.M.G. three years later from the hands of General Allenby, the guard of honour, on this occasion, consisting of the same Dorset Yeomanry, who had helped to gallop the Pasha down when fighting against us, and which piece of humour was appreciated by all present.

PART IV.

FOREWORD.

" A " AND " B " SQUADRONS MOVE TO SALONICA. THE GENERAL SITUATION 1915-18.

THE " unknown destination," as was well known to most when leaving Marseilles, proved to be far away Salonica, that ancient sea-port on the gulf of the same name situated 12 miles E.N.E. of the Vardar (European Turkey), and famous in biblical history as the Town of Thessalonica visited by St. Paul; here the 27th and 28th Divisions landed, having been once again re-formed after their terrible experiences in the Ypres Salient during the major part of 1915. It was indeed to be, in comparison, a " Haven of Rest " for the next two years for these famous divisions, although not without a certain amount of fighting and discomfort; but if the troops had not to endure the fire and mud of the Western Front, they had few of the latter's compensations such as reasonably frequent leave, " rests " in inhabited country, in comfortable billets, quick posts from home, etc.; and while the cold in winter was often intense—the hills and valleys swathed in deep snow—in summer time they suffered from excessive heat, with myriads of flies and mosquitoes, while a form of malaria and dysentery was at times epidemic, and often devastating in effect.

" A " and " B " Squadrons, with fresh drafts, were still in attendance (officially) as " Divisional Cavalry," as before,

from the time of landing, when they went into camp on the Seres Road, just outside the town; but a year later, however, a complete and welcome change was to be made, viz., forming two squadrons towards the 16th Corps Cavalry Regiment, and later part of the 7th Mounted Brigade with the Derbyshires, Lothians and Border Horse, and South Notts Hussars.

It might be interesting here to give some idea of the rather complicated situation on this front, and intentions of the various belligerents participating. One of the greatest of German generals, Von Mackensen, was in command of the allied enemy forces, and early in October, 1915, had launched his great offensive against the plucky Serbians' northern frontier, ultimately driving them from the Danube and Save and capturing their capital. The Bulgars "sitting tight" within their frontiers, until the former were in full retreat, then attacked them in flank. Nish had fallen early in November and the enemy had nearly succeeded in surrounding the Serbian remnant and destroying it. However, fighting resolutely and heroically, the latter had, after exceptionally good handling, finally extricated themselves, and after what has been admitted by many military critics to be one of the most terrible retreats in history—*what was left of them* passed through Montenegro to the sea at Durazzo! The French advancing from Salonica, had made an effort to join hands with the Serbians, but without avail, and when the latter troops eventually appeared on that front, it was *in Italian ships* we are told, which landed them at Salonica. The French, it appears, had moved up to a point not far south of Veles (see map) in their attempt to gain touch with the retreating Serbians, but finding themselves in imminent danger of being cut off and annihilated by the advancing Bulgars, had fallen back across the Tcherná, though they kept posts along the left (northern) bank of the Vardar from its junction with the other river. They were thus holding a triangle pointing northwards. Echeloned back on their right rear were two

brigades of British infantry, the 30th and 31st (of the 10th "Irish" Division), with headquarters respectively at Robrova and Causli. (See "R.I.R. in the Great War.")

On December 4th the Bulgars began their attack on the Kosturino Ridge, but after two days' heavy shelling and desultory fighting, most of their attacks were beaten off by combined British and French forces—being under the orders of General Leblois, commanding 57th French Division. The Bulgars were more successful, however, south of Ormanli, capturing "Rocky Peak," and taking the 10th Hampshires and 5th Connaught Rangers (29th Brigade—10th Division) in enfilade. "At 2 p.m. the Bulgars following up their initial success," we are told, "launched an attack all along the line, which gave way at the menaced point, many of the British Infantry being compelled to retreat headlong into Dedeli, after very heavy casualties had been suffered, when a new position was taken up, viz., a line through Dedeli and Causli, just north of the Doiran-Strumnitza road. Thus with the right resting upon Lake Doiran, the position was temporarily secure; however the French were being heavily pressed on the left and a further withdrawal was necessary.

On the 11th the Allies crossed the Greco-Serbian frontier, their right still on Lake Doiran. "The night was a critical time," say the same account, "the roads choked with French and British guns, and troops moving into position had to march across country by compass. But march discipline was excellent and before dawn the Infantry were in their new positions, along the frontier from the lake on the right. On the left were the French of the 57th Division, while east of the lake French Cavalry were patrolling to prevent the line being turned. The orders were to send no patrols across into Serbia but to 'wait and see' if the Bulgars would violate Greek territory."

General Sarrail of the French Army then arrived and took over supreme command of the Allied forces in Salonica (until

later called back for the Defence of Paris in 1917, and being succeeded by General Guillaumat). These now consisted of eight divisions, and it had been decided that although their various enterprises had failed, and the primary reason for their presence, that of aiding the Serbians, no longer existed, yet they were, however, to remain.

CHAPTER I.

THE SALONICA FRONT.

RENEWED activities, or rumours of same, were however soon in the air. The British Army in Salonica which had since 1916 been holding a considerable front of some 70 miles—from a point 10 miles east of Lake Doiran to the sea, was, it appeared to be gradually relieved by a Greek corps, and which was eventually done, movements of troops being effected on the whole front. This was caused by the pressing need of troops on the Western Front, to meet the gigantic spring offensive of the Germans (of which advice had been received in good time, via the truly wonderful espionage system, which found us at least usually *forewarned*, if not always fully *forearmed*).

Although the Greeks were reinforcing us strongly, yet they were in the main not perfectly trained (having hardly had time, or opportunity, to replace heavy losses elsewhere), they and the remaining British and French troops had to face the whole of the Bulgarian Army, besides an Austrian corps operating in Albania, plus various German troops—in all, it is stated, some 200 odd battalions.

After the Allies unsuccessful efforts to aid Serbia, they had been withdrawn, it will be remembered, at the end of 1915, to the outer Salonica defences, and the Bulgars then had plenty of time to select the most advantageous positions along the whole front, against any future renewed attacks, and these (we are told in that very lucid book “The Salonica Side-

Show"—E. F. Seligman) "were well-chosen, magnificent natural defences, strengthened by every device known to man. No artillery could pulverize their enormous concrete defences, however powerful the preliminary bombardment; the Infantry must thus be exposed to a withering fire across No Man's Land—from artillery cunningly hidden in the solid rock of the hillsides." This authentic and only too well-known fact, will, perhaps, give a better idea of what mounted troops, including "A" and "B" Squadrons of the Surrey Yeomanry, had to face on several occasions when advancing across the open, notably the attack over the Blaga Planina, of which Lieut. F. A. Stewart has given such a striking illustration (see "Frontispiece"). If it was "*extremely risky for Infantry*," then how much more so for that perfect gunner's target, i.e., *cavalry* advancing even in extended order, or by squadrons—in column of troops. Close on fifty horses and men of the Surrey's were bowled over in considerably less minutes, upon one such occasion, which will be referred to in a later chapter.

"Finally, from a military point of view," says the same account, "we had suffered a set-back on the extreme left of the Allied line in Albania;" when the Italians, whose advance in the summer had culminated in the capture of Berat and Fieri, had ultimately been unable to withstand a counter-attack made by a strongly reinforced Austrian corps, and were finally unable to maintain the precious ground they had won.

These facts are merely introduced to give a better idea of what the Surrey's, on their part, had to face on this front; the position was, let it be known, then never a *sine qua non*. a condition of apparent "stale-mate" for long periods at a time, being at intervals rudely interrupted by unexpected losses and actual reverses that might have been more serious had they occurred on more "busy" fronts, and been more in the public eye.

The Bulgars, like ourselves, were very sensitive to the turn of events in France, but we are told that "among his qualities, devotion to a friend does not figure conspicuously, even the customary 'honour among thieves' being missing in his composition!" which explains in a nutshell his splendid tenacity and opportunism on various occasions (undoubtedly when things were distinctly on the up-grade for our enemies, likewise his inexplicable falling away on others, when the Allies were making significant headway. "In a word (says the author already mentioned) the Bulgar soldier, who is only after all a peasant, wanted to get back to his farm—he was fed up with the War," and we might add, distinctly so, if on the losing side.

It was indeed hoped therefore, and not without cause, that the Bulgar might not still have his "heart in the fight," and no doubt mainly because of this, risky attacks were planned and successfully undertaken, against positions which otherwise would probably have proved impregnable. And it may here confidently be stated that though the issue of the War depended almost entirely on the fighting on the Western Front, the defeat of Bulgaria must—and did—shorten the War by a considerable period. Though the risks were great, the culminating effects of possible successes were, and proved even greater—and we are told "it was by the all-pervading genius of Marshal Foch, who inspired the plan which General Franchet d'Esperey so ably put into execution." (Vide "Salonica Side Show.")

As had been remarked, the Balkan hill-country, even when unfortified, provides natural and very adequate defensive positions; if well chosen, and the enemy could, had he the "will to win" spirit still dominant, plus numerous reserve positions equally good to fall back upon if required, have put up a very much more determined and obstinate resistance.

And here we come to operations, of the kind mentioned, where the *Mounted Brigade of Yeomanry*, consisting of "A" and "B" Squadrons of the Surreys, three squadrons of Derbys,

and at different periods the South Notts Hussars, the Sherwood Rangers, and Lothians and Border Horse, not only performed their part in these dangerous operations with the utmost gallantry, being under heavy shell and rifle fire, often at point blank range, but earned commendation and praise in Army Orders from the G.O. Commanding, General (now Field-Marshal) Sir George Milne, for their "gallantry in action and valuable patrolling and reconnaissance work under difficult conditions."

What is known officially as the "Anglo-Greek attack at Doiran (September 18th and 19th)" consisted in a bold frontal attack on the Bulgar positions known as "Pip Ridge," "Petit Couronne" and "Grand Couronne," with a subsidiary attack on the right of the Lake, and these we are told "were indeed the key to the whole of the 1st line of the Bulgar defences from Lake Doiran to the Vardar—invaluable as an observation post and a *point d'appui*;" they were as a fact well in front of his main defensive line on the Belashitza Ridge, which, North of Doiran, runs in a northwesterly direction to the Vardar (see map). To most of the B.S.F. (as well as the French) the names of "Grand Couronne" and "Pip Ridge" were rather *too well* known, the latter having unsuccessfully assaulted them in 1916, and in the spring of 1917 the B.S.F. had endeavoured to capture them, also without success, and incidentally, with particularly heavy losses (officially 5,000 casualties). This is not to say that on several occasions during the bitter fortnight's fighting that our objectives were not gained, but partly owing to reinforcements not arriving, and possibly more so due to the severity and determination of the Bulgar attacks themselves (which in those days were never to be despised) our troops were compelled to retire to their original positions. The attack was repeated again and again, but with even heavier losses. On September 21st, however, the pressure was relieved by the Serbians, who having reached Demir-Kapu, higher up the Vardar, making

their undoubtedly valuable presence *felt*, for the Bulgars began to retreat on the whole of this front, and our troops we are told *walked on* to "Grand Couronne" and "Pip Ridge" soon after their abandonment by the enemy.

"For two years (says the same account) fighting on this front had been conducted on the most approved Balkan lines. In the winter and spring both sides came down on to the plain and made themselves as objectionable to each other as possible. Continued raids by our Infantry and Cavalry would disturb the peace and quiet of the Bulgar, who would occasionally retaliate. In the summer both sides retired to the hills, and let the mosquitoes fight it out on the plain."

It was during these raids or patrols that the *Surrey Yeomanry* frequently distinguished themselves, riding daily in small parties reconnoitring and occupying villages between the lines, and rarely returning without an exchange of shots, and often "casualties," both killed and wounded, including horses, but invariably gathering some valuable or useful information about the enemy, for which they were highly complimented by both their Brigadier, and G.O.C. (N.B.—See individual accounts by officers of both "A" and "B" Squadrons in following chapters.—Ed.)

The important action against the Bulgar defensive line on the range of hills known as the Blaga-Planina (represented in our frontispiece illustration) was admirably conceived and executed as will be seen. The idea of our attack (upon which *secrecy* depended largely for its success) was for troops to be brought down to the plain to our *winter* positions, the night before the battle; during the next night they were to get as far as possible and attack the enemy's outpost line, at daybreak, zero hour, of the 18th and if able, they were then to pursue or press in a N.W. direction, viz., between the foot of the formidable Belsashitza, and the N.W. corner of Doiran Lake, and attack the Blaga-Planina, best described by one of the Surrey Yeomanry officers present during the attack, as:

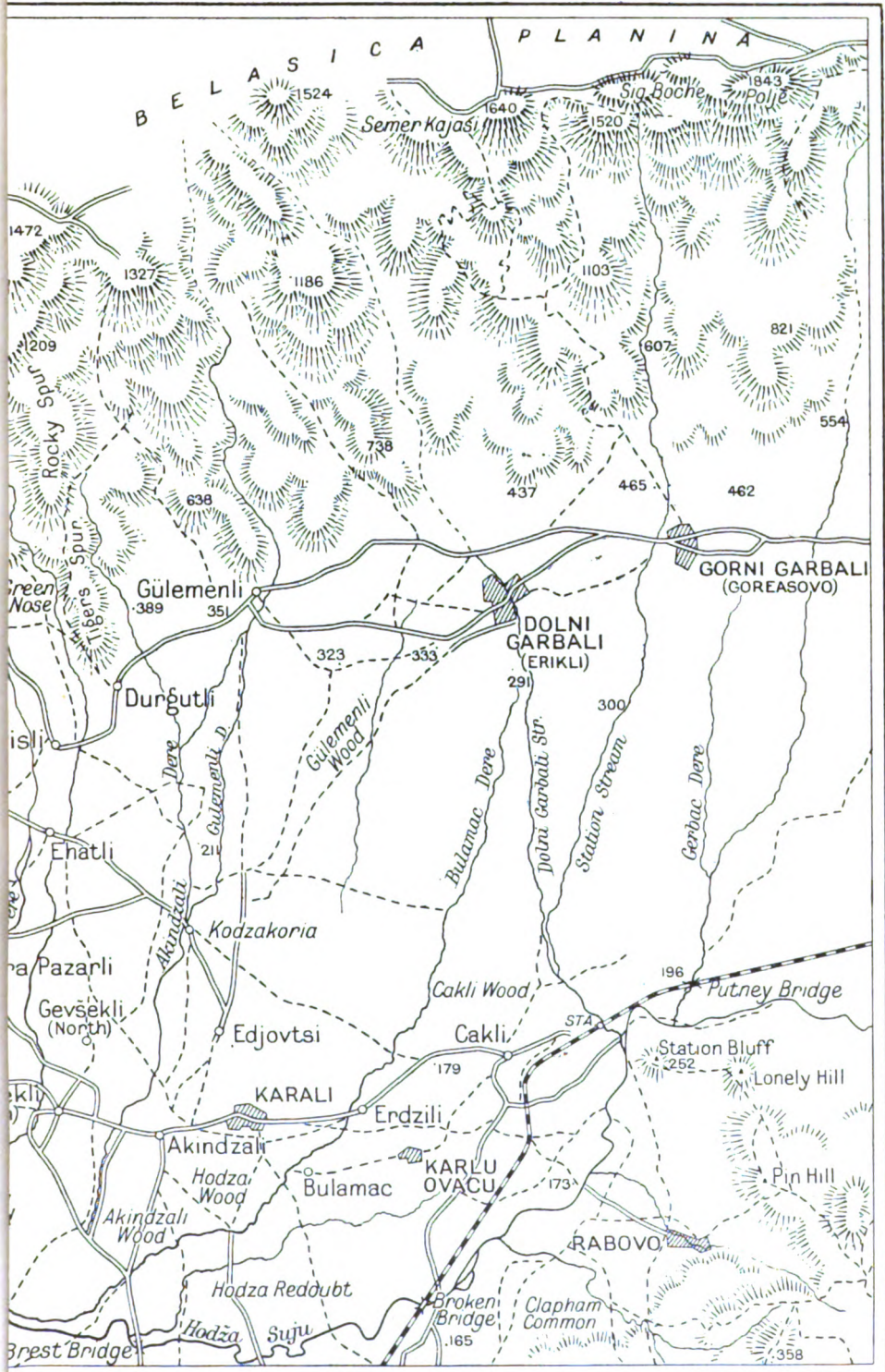
"approached across No Man's Land by quite a long expanse of quite decent road (as such go out there) *in full view of the enemy's position, every yard of it*, and nearing the foothills themselves, under the point-blank range of the Bulgar artillery, and whose gunners fired as fast as they could load with "open sights," until we were almost on top of them."

During this action, one of the kind particularly reminiscent of the old-time *real cavalry days*, "A" and "B" Squadrons had one officer wounded; and O.R. 2 killed and 14 wounded, not to speak of 47 horses out of action (8 killed, 27 wounded, 12 missing), plus 3 Hotchkiss guns apparently "lost."

In the final pursuit of the Bulgar the combined Yeomanry received great assistance through the very efficient Royal Air Force following up the fast retreating and now demoralized foe, which they did with zest and deadly effect; swooping down on them like birds of prey, as the confused masses of men, horses, transport, oxen, straggled in haste through the Kosturino Pass, which mark the boundary of their country. "Swiftly the roads are converted into a shambles—there is no escape. Some in blind mad fear threw themselves over the side of the pass down the steep precipice, to fall at the bottom in a broken twisted heap. The wretched animals are pushed over the side with their wagons by the pressing mob from behind. In one field alone were counted nearly four hundred corpses, and all the smashed debris of a broken army." (Vide: "The Salonica Side Show"). So much for R.A.F. bombers, who gained further laurels, and added to their "scouting-patrol" activities, which were of such importance all along to our G.H.Q.

The Yeomanry eventually advanced along the Strumnitza Road, encountering fairly severe opposition from enemy rear-guards. The same account tells us they were "mostly *German* machine-gunners, who fought to the last." On one occasion a troop of brother Yeomen (the Derbys) charged and captured

SALONICA.—Section showing BLAGA PLANINA, etc.



"GEOGRAPHIA" L^{TO} 55 FLEET ST. LONDON, E.C. 4

two batteries of Mountain guns, taking many prisoners, including a German battery commander. Altogether quantities of ammunition, stores, besides some 50 guns in all, were abandoned by the enemy, also numerous prisoners, who decided that "discretion was the better part of valour."

On the 25th, units of the 28th and 22nd Divisions with Greek troops, reached the summit of Belashitza, and at the same time the Derbyshire Yeomanry reached the town of Kosturino itself. On the 26th the town was captured, and thus was the enemy on this front given his *coup de grace*, in fact the prelude to the end of the war.

CHAPTER II.

WITH "A" SQUADRON IN SALONICA, 1916-18.

I.—LANDING AND FIRST EXPERIENCES AT SALONICA.

CAPTAIN F. R. PHILLIPS, M.C., continuing his account of the experiences of "A" squadron (see Part II.), deals with their Eastern movements as follows:—

It would undoubtedly have been more logical if the Military Landing Officer, on the arrival of "A" squadron, in different ships, in Salonica harbour, had arranged that the men from the "Port Lincoln" should have been disembarked first, and that the horses from the "Itaura" should then have been landed when the men were on shore ready to receive them. This course, however, was not followed, for the horses were landed first on the afternoon of Friday, February 11th, 1916, whereas the men from the "Port Lincoln" did not disembark till the Sunday following, February 13th. It was certainly imperative to get the horses on shore with the least possible delay, for many of them, owing to the cramped conditions and lack of ventilation, were "off their feed," and some were suffering from pneumonia. With a little better organisation, however, it should easily have been possible to have effected the landing from the two ships, if not simultaneously, at any rate at intervals far less apart.

Lieut. H. Bell and Second-Lieut. F. R. Phillips, having only 26 O.R. at their disposal, consequently had a difficult time in dealing with all the horses of the squadron until the

The Lt. J. Belmont, 1st Lt. F. R. Phillips, having only 1st Lt. at the time, consequently had a difficult time in dealing with the boys and the squadron until the



Capt. F. R. PHILLIPS, M.C.

Served with "A" Squadron in Great War; also as Adjutant,
16th Corps Cavalry, Salonica, 1917.

remainder of the men arrived. The horses were successfully disembarked, and for the first night of landing on the soil of Macedonia they were tied to some iron railings along a road behind the Salonica docks. To add to the discomforts of this advance party, the night was black and the rain fell ceaselessly and in torrents.

On the following day it was necessary to take the horses to the allotted camping ground at Karaissi, situated about two miles to the north of Salonica, and here to put up the horse-lines and to draw and pitch the tents. Seeing that each man had about six horses to look after, it will be understood that when the squadron arrived on the following day the camp could not be described as either comfortable or complete.

From the sea Salonica looked an attractive and interesting town, full of imposing minarets and large white-walled, red-roofed buildings. It was only on getting to closer quarters that the defects of the place became noticeable. The streets were narrow and irregular, the majority of the houses in a state of hopeless disrepair, and the smells and squalor unrivalled except in similar Eastern cities.

In the neighbourhood of Salonica the country was undulating, rocky, and completely bare of trees. Where the Turk has been a blight seems to have fallen upon the land. The landscape presents empty, treeless tracts, with here and there a ruined village to emphasise the desolation. Such, at any rate, was the appearance of this former portion of the Turkish Empire.

The Macedonian climate fluctuates, according to the season, between intense heat in the summer to extreme cold in the winter. The winter months, however, have this advantage: that on many days the sun shines brilliantly, and that the blizzards and icy winds, blowing straight off the snow-capped mountains in the North, rarely continued for more than three or four days at a stretch.

On first arrival at Karaissi camp the cold was very severe,

and upon this open and unprotected site the tents afforded but scant protection. After a few days spent here the squadron (less one troop, under Lieut. E. Bell, which was temporarily detached for service with the 27th Division H.Q. at Langavuk) was ordered to move to Akukli, a small and ruined village situated on a plateau which encircled and divided Salonica from the plain of Langaza.

Macedonia, and, indeed, a great part of the Balkans, consists alternatively of ranges of hills and mountains, mostly rocky and barren in character, and fertile plains of a few miles in width.

It would be well here to correct a wrong but widely-held impression that the Salonica army spent most of its time in luxurious ease in Salonica itself. The original Salonica main lines of defence were in the form of a semi-circle running in and parallel to the plain of Langaza, and these lines were at no point nearer than about ten miles to the town. The only troops actually stationed in Salonica were those belonging to the Army Headquarters or such troops at the base as are necessary to any self-contained army. The Langaza lines were subsequently advanced to points at least fifty miles distant from Salonica, and it was only on very rare occasions that the front-line troops, such as the infantry or yeomanry, were able to pay brief visits to the base.

At this stage of the war in Macedonia the political situation in the Balkans was very obscure. The Bulgarians had not yet crossed the Greek frontier, and the intentions of the Greeks themselves were still unknown.

The squadron remained at Akukli till March 25th, and during this period carried out many patrols behind the wire along the whole front of the 16th Corps area.

The conditions of warfare in Macedonia were very different to those which prevailed in France. In France each division had a front of only two or three miles in length, but here each division was responsible for areas comprising very many square

miles. There was therefore much greater scope for the use of mounted troops, and the squadron patrols frequently covered thirty and forty miles in the course of the day.

A notable feature of territory owned, or formerly owned, by Turkey is the almost complete absence of communications. Railways are few and far between, and very few roads fit for wheeled traffic exist. The question of transport, therefore, was always a difficulty, and the infantry battalions and yeomanry had to rely almost entirely on pack mules for the carrying of their rations, ammunition and other equipment. As the campaign proceeded, a first-class motor road was constructed, at great cost and immense labour, from Salonica to Kilo 74 on the way to Seres, and it was from this one road that the whole of the 16th Corps (apart from one brigade on the extreme right of the line at Stavros) was finally served.

On March 25th the squadron, in conformity with the general move forward of the whole Salonica army, moved from Akukli to a new destination fifty miles away at Stavros. It was on this day that Major Calvert took his departure from the squadron, in order to assume command of a Yeomanry regiment, the South Notts Hussars. He had led the squadron well and with great skill since mobilisation and had seen it through many difficulties. His departure was keenly regretted by every officer and man. He himself, too, felt the severance of old ties acutely, and it was only his innate sense of duty which compelled him to undertake the responsibilities of a larger command more suited to his abilities. The command of the squadron fell temporarily on Lieut. H. Bell, but on April 7th Captain Somervell, with a draft of 16 O.R.'s, arrived from England to join the squadron, and being the senior in rank, the latter automatically became the squadron leader. Captain Barclay was still detached from the squadron doing duty with the 27th Division H.Q. Captain Somervell only retained his command until June 26th, when, owing to his age and health, he returned permanently to England.

II.—MOVE TO STAVROS.

By March, 1916, the Salonica Army was almost complete, and consisted, besides two English Army Corps of three divisions each, of several Italian and French divisions, a Russian brigade, and the remnants of the Serbian Army. After the disastrous retreat of the Serbians and the Allies through and out of Serbia at the end of 1915, the Bulgarians, with their Austro-German allies, had halted at the Greek frontier, where they now remained. Before the main body of the Salonica force had arrived and disembarked in Macedonia it was thought probable that the Germans and Bulgarians would continue to advance and attempt to capture Salonica itself. The first task of the Allies, therefore, was to make that object impossible, and hence the original lines a few miles outside the town were dug, consolidated, and made almost impregnable.

To such effect was this work accomplished that the enemy remained stationary at the frontier until the bulk of the new Salonica force had arrived and was itself ready to advance.

Meanwhile, the attitude of the Greeks remained undecided, and although technically neutral, they were clearly not well disposed towards the Allies, and openly protested against the landing at Salonica.

Towards the end of March the Greeks consequently found themselves in a curious position. On the one side of them the Salonica force advanced from its original positions to a new forward and greatly extended line, while on their other side their hereditary enemies the Bulgars were ready at the first favourable moment to violate the frontier and to advance to join battle with the oncoming Allies.

There was no doubt that at this stage of the war the Greeks were wavering as to which side to join, and this is evidenced by the fact that at one period the Allies found it necessary to have their lines facing two ways—one way against their known

enemies the Germans and Bulgarians, and the other way against potential enemies in their rear, the Greeks.

On March 25th the squadron commenced its march to Stavros, on the extreme right of the new British line, where it came under the orders of the G.O.C. 80th Infantry Brigade. From Akukli and the Hortiach plateau the road made a steep descent to the plain several hundred feet below. In this plain there were two fairly large lakes, Lake Langaza and Lake Beshik, along the shore of which ran the road, or rather sandy track.

The squadron halted the first night at Jenikaru and the second night at Pazarkia, where it was joined by Lieut. E. Bell with his troop.

The last stage of the journey to Stavros, which was reached on March 27th, was made through a most lovely and well-wooded gorge, which eventually opened out onto the sea by the Gulf of Orfano.

On the following day, the 4th troop, under the command of Second-Lieut. Phillips, was detached from the squadron and sent to Maslar, situated on a high range of hills to the North of Stavros, for the purpose of patrolling the advanced area of the 80th Brigade.

This troop remained at Maslar almost as an independent unit until June 28th, and much work in the form of reporting upon all the roads in the forward zone was performed, and many patrols were undertaken as far forward as Nigrita in the Struma Valley. Nigrita at this period was the headquarters of one of the Greek Divisions, and it was most important that the G.O.C. 80th Brigade should be kept well informed about the attitude, and the movements of the Greek troops.

On March 29th the 3rd troop, under Second-Lieut. Druce, was sent to Tuzla to patrol the area near the mouth of, and beyond, the River Struma. The Struma was a fairly swift-flowing and muddy-coloured river which emptied itself by

means of several mouths into the Gulf of Orfano. The nearest bridge over the river was situated several miles away from the sea at Neohori.

Meanwhile the remainder of the squadron remained encamped in the neighbourhood of Stavros, until on April 20th it was ordered to proceed together with Second-Lieut. Druce's troop to Orfano village. From Orfano many patrols of an exploratory nature were made, and the work which was now performed was afterwards to prove of great value, when the Bulgarians at a later date crossed the Greek frontier, and occupied all the territory over which the Yeomanry now roamed so freely.

Expeditions were made to Kavala, Drama, Angista, Buk, Cape Deutheros, and many other places, and the whole of this large area was thoroughly reconnoitred and reported upon.

On June 26th, the squadron was permanently encamped at Tasli Derbend, when Capt. Barclay took over the command from Capt. Somervell. From this date also the squadron came directly under the orders of the 27th Division.

During the months of July and August the squadron continued to carry out ceaseless patrols. The longest patrol undertaken was a weekly one to Kavala, which was a large and flourishing town on the Aegean coast, not far from the Greco-Bulgarian frontier. The journey to Kavala and back occupied four days, and passed through lovely and fertile country known as the Pravista valley. The weather was now intensely hot, so that travelling at mid-day was as far as possible avoided. The march would usually be begun at 4 a.m., and continued till about 11 a.m., when a halt would be called until it was resumed in the cool of the evening. The chief object of the Kavala patrols was to pay a weekly visit to the British Consul in this place, and to report such news as he had to give to Army Headquarters. Kavala and Pravista,*

* Also known as Pravi, and must not be confused with Provista, a small village situated to the north of Mt. Pangason.

another fair-sized town, were at this period the headquarters respectively of a Greek Army Corps and Division, and it was important to keep a close watch upon their movements and attitude. When the Bulgarians afterwards made their advance westwards to the mouth of the Struma, this Greek Army Corps at Kavala eventually surrendered, and was afterwards interned in Germany. The territory, too, to the East of the Struma was inhabited largely by Turks and Bulgarians, and the weekly patrols of the Yeomanry had the effect of policing this area. Other patrols, both on the right bank of the Struma and in the direction of Drama, were frequently made. In the beginning of July, on pressure from the Allies, the Greek troops began to evacuate the Struma valley. It was now decided that the Salonica Army should advance and occupy a still further forward and extended line. Between now and the end of August these new positions were taken up, at the end of which time the line ran from the Gulf of Orfano on the right to the Adriatic on the left, and at its nearest point was 50 miles away from Salonica itself.

On July 1st Lieut. H. Bell visited Orfano to obtain information concerning the embarkation of Greek troops, and on the 3rd he called on the colonel commanding the 15th Greek Division at Gaidohore for a similar purpose. On July 18th the embarkation of the 15th Greek Division was commenced at Cajagzi. On the 24th, Neohori Bridge was found to be without the usual Greek sentries and a small guard of Yeomanry was at once placed over it. This guard was shortly afterwards relieved by a company from the 45th Greek Regiment. But on the 28th the squadron was ordered to take over the bridge from the Greeks, and this was done at 4 o'clock on the same afternoon without any unpleasant incident.

Meanwhile in conformity with the move forward of the whole Salonica Army, the squadron moved from Tasli Dertend to a new camp in the vicinity of Ano Krusoves. This camp was situated on high ground, and owing to the intense heat

it was a great relief to get away from the stifling atmosphere on the level of the seashore. From this place, too, a fine view could be obtained of the surrounding country; to the north a large stretch of the Struma valley was opened out, while to the east and south it was possible to see on clear days the Island of Thasos, and a large portion of the outlined coast of the northern part of the Chalcidice peninsular.

And Krusoves was afterwards used as the Brigade and Naval Observation Stations, and from this point the fire from the big guns of the monitors in the Gulf of Orfano was directed on the long columns of advancing Bulgarians, and later upon their trenches and lines of communications.

On July 27th, Second-Lieut. S. B. Page, with another draft of men, joined the squadron, and on this day for the impending operations the squadron again came under the orders of the Brigadier-General commanding the 80th Infantry Brigade. Meanwhile the Divisional Cyclist Company, under the able leading of Capt. Hilton-Green, was placed under Capt. Barclay's command.

III.—ADVANCE OF THE BULGARIANS.

During the first half of the month of August, 1916, the usual patrols were daily carried out by the squadron, while the cyclists were given charge of the area on the right bank of the Struma. News was now received that the advance of the Bulgarian and German Armies across the Greek frontier towards Salonica was imminent. Meanwhile with the exception of the Army Corps at Kavala the evacuation by the Greek troops of the whole area between the two contending armies was completed, and these Greek forces numbering many divisions were compelled to return to and remain in Old Greece. The Salonica Army had now occupied, and was busy consolidating the new forward line. The extreme right section of the line, which ran from the sea along the

left bank of the Struma as far as the beginning of Lake Tahines with a bridge-head at Neohori, was held by the 80th Infantry Brigade, supported by a fleet of monitors in the Gulf of Orfano.

On August 18th, Lieut. E. Bell, with one man, was detailed to proceed by motor-car to Kavala and Drama to bring back the British Vice-Consul from the latter place. They duly returned on the following day. On this day, the 19th, information was received that the Bulgarians had crossed the frontier in five columns, and that the despatch rider service with Kavala had broken down. Second-Lieut. Phillips was then ordered to take the 4th troop to Mustenja (midway between the mouth of the Struma and Kavala), and establish a chain of despatch rider posts for communications between the British Vice-Consul at Kavala and Army Headquarters. Meanwhile, on the same day Second-Lieut. Druce, accompanied by Capt. W. S. Cohen, one of the squadron Intelligence Officers, was sent to Zdravik with his troop with orders to watch the crossings over the River Angista.

On the 20th, Second-Lieut. Phillips sent out a patrol, accompanied by Second-Lieut. F. J. Lyster, another of the squadron Intelligence Officers, to Pravista to get local information, and also to reconnoitre towards Kavala so as to be able to observe with the use of field-glasses any movements of enemy troops on the Drama-Kavala road. The patrol on its return to Mustenja reported that all was quiet at Pravista, though the inhabitants were in a state of excitement. No movements of troops were seen, and information was received that up to date no Bulgarians had entered Kavala from the east.

On the same day, the 20th, Second-Lieut. Druce sent a small party to Angista Station, where they met a patrol of the Sherwood Rangers Yeomanry, who gave the information that the Bulgarians had entered Prosocani and Alistrat. Lieut. E. Bell, with 16 O.R. was now ordered to cover the advance of a

detachment from the Cyclist Company and Royal Engineers, who had left Neohori Bridge, at noon for the purpose of demolishing the two railway bridges near Angista Station.

Lieut. E. Bell arrived at the railway bridge south-west of Angista Station, at five-thirty in the evening, after reconnoitring both banks of the River Angista, and getting into touch with Second-Lieut. Druce at Zdravik. The Cyclists and the Engineers did not arrive until nine o'clock at night. Capt. Hall, R.E., who was in command of this party, ordered Lieut. E. Bell to protect the demolishing party at Bridge "A," and for this purpose gave him in addition to his 16 mounted men, 4 men from the Cyclist Company. A Greek guard, posted over the bridge, and consisting of 1 corporal and 7 men was disarmed and placed under arrest.

At a quarter-past one on the morning of the 21st, Lieut. E. Bell received a message from Capt. Hall asking him to bring as many men as he could spare to Bridge "B" north of Angista Station, as trouble during the process of its demolition was expected. After the necessary reinforcements had been sent, Bridge "B" was successfully destroyed at five o'clock in the morning. The party then retired to a point about 400 yards west of Angista. Sentries, who had been posted, reported that a small detachment of Bulgarians was advancing, in skirmishing order, and with fixed bayonets, on a hill about a mile away. Lieut. E. Bell, with six mounted men, at once took up a position near the station, and from this point he observed five or six men approaching the railway line from the dry river bed north-east of the station. In order to get a better view, Lieut. E. Bell had moved a little way from his men, who then pointed out two Bulgarian soldiers between some buildings about 30 yards away. These men seemed much surprised to see English troops. As his mounted men presented too big a target at such close quarters, Lieut. E. Bell withdrew them, and as they rode away they were heavily fired at. A position was then taken up a little further back,

where the horses could be got under cover, and fire was directed upon the enemy. Meanwhile bridge "A" was destroyed at 6.30 a.m., after which Lieut. Bell returned to Zdravik.

On the 21st a patrol was sent out with Capt. Cohen to reconnoitre towards the high ground overlooking Kar Porto and to watch the crossings from Drama. Capt. Cohen was informed by some Greeks that there were 290 Bulgarians at a mill near Banica Ciftl, and a refugee from Alistrat informed him that he had seen a Bulgarian Division (afterwards confirmed as three battalions), 15 guns, and 3 motor-cars pass through Alistrat on the night of the 20th/21st towards Zilia-hovo.

On the same day Second-Lieut. Phillips sent out a patrol of four men, under Sergt. Varrall, accompanied by Second-Lieut. Lyster, with the following orders: (1) To reconnoitre from Mustenja to Pravista, where Second-Lieut. Lyster would inquire if the Kavala road was clear of the enemy; (2) to proceed to Kavala, if the road was clear, and to report to the Vice-Consul; (3) to try and get into touch with the Bulgarian advance towards Organdzili.

The patrol found that all was quiet at Pravista, and as Second-Lieut. Lyster was informed that quiet reigned at Kavala, Sergt. Varrall proceeded to that place to report to the Consul, Second-Lieut. Lyster returning to Mustenja. Sergt. Varrall reported at about eleven o'clock to the Consul, who informed him that it was not safe to return by road to Pravista, owing to a feared rising of the Turks on the approach of the Bulgarians. A commander of one of the monitors, who was present, agreed with the Consul, and he ordered Sergt. Varrall and his men to leave their horses at Kavala, under the charge of the Consul, and to return by sea to Cajagzi.

On receipt of an order from the 80th Brigade, Lieut. H. Bell was sent by Capt. Barclay to Mustenja to instruct Second-Lieut. Phillips to withdraw with his troop to Mentiseli, to continue to patrol towards Pravista with the utmost caution,

and to arrest any head men of the villages, should it be considered necessary for the safety of the troop. A Bulgarian Division was now reported to be at Saribasan.

On the night of the 21st, Lieut. E. Bell was ordered to withdraw to Pravista. On the 22nd the position of the enemy was approximately as follows: The Bulgarian lines now formed two semi-circles, having their centres at Kavala and Drama; the advance was being made rapidly towards a point of contact at Doxato, and the object of the movement appeared to be the occupation of the whole Pangeion district. The above information was sent to both Lieut. Bell at Pravista, and to Second-Lieut. Phillips at Mentiseli.

On the evening of the 22nd, Lieut. E. Bell reported that the Bulgarians were working up towards Razolivos in small parties from Vulcista and Angista. Meanwhile Capt. Cohen was still at his observation post at Kar Porto; in view of the rapid advance of the enemy on the north side of Pangeion, he was compelled to make a long detour round this mountain in order to escape being captured, and succeeded in returning to camp safely through the Pravista valley on the following day. Second-Lieut. Phillips was now instructed to move at any moment, to change his camp nightly, and in no way to trust the Turks. At two o'clock on the afternoon of the 22nd he communicated with Capt. Barclay by means of heliograph that the country as far as Mustenja was still quiet, but that there was no news of Sergt. Varrall and his party. The latter eventually reached camp after their sea voyage on the evening of this day, and Second-Lieut. Phillips was immediately informed accordingly.

On the 23rd a mobile force, under the command of Major Machlauchlan, D.S.O., to which Lieut. H. J. Bell and a troop of the squadron was attached, was sent out from behind the main line of wire to reconnoitre in the direction of Zdravik. Lieut. H. Bell was ordered to patrol the right flank of the column towards Razolivos, and soon came under rifle fire from

enemy infantry posts at the head of the valley north-east of Zdravik, and also from enemy posts in Semaltos. On advancing towards Razolivos he saw Bulgarians moving forward in skirmishing order on both sides of the main Pravista-Razolivos road. He then decided to make towards Zdravik, but was almost immediately shot at from his right at a range of about 150 yards. He accordingly dismounted for action in a valley to engage what he thought was a small body of men, when he was shot at more heavily from the rear, and saw a number of men above him where he had entered the valley. These men were in civilian clothes. As his position was somewhat precarious, being fired at from three sides, he ordered his men to mount and gallop through the valley where they came under a heavy fusillade. Privates Charles and Riches had their horses killed under them, but both men eventually succeeded during the night in returning to camp.

By the evening of the 23rd the advanced troops of the Bulgarians stretched from Doxambo to Provista. At nine-thirty on the same night, Second-Lieut. Phillips received orders to withdraw his troop from the position which he held to the east of Mount Panegion, and to enter behind the main lines, via Neohori Bridge. He arrived back in camp at three o'clock on the morning of the 24th, and reported that many refugees were moving westwards from the Pravista valley towards Cajagzi. On the 24th, therefore, the whole squadron was once more back in camp together at Ano Krusoves. The Bulgarians had now advanced along the whole line to positions getting close to the main English line of trenches and wire, beyond which they never succeeded in penetrating any further.

On the 26th, on orders received from the Brigadier-General commanding the 80th Brigade, Capt. Barclay sent out two patrols to reconnoitre the country in front of the Brigade line. One patrol under Lieut. E. Bell proceeded to a prominent hill called Tafel Kop, and found that the Bulgarian troops had

still further advanced, but that as yet no trenches had been dug or wire erected. The other patrol under Lieut. H. Bell went towards Mentiseli. It had been reported that one company of Bulgarians was now at Orfano, and along the coast. Lieut. H. Bell, however, saw no sign of any enemy troops, with the exception of one deserter who was brought in.

On the 31st, again on instructions from the Brigade, Capt. Barclay sent out a patrol under Second-Lieut. Druce to Tafel Kop, where it was fired at from the south-west corner of the hill, both by rifles and a machine gun. Two of the squadron horses were killed and one wounded. Another patrol, under Second-Lieut. Phillips proceeded to Karacol, where the enemy telephone wire, running from their observation station on this hill to their headquarters, was cut under the very noses of about half a dozen Bulgarians, and a section of it brought back in triumph to Brigade Headquarters.

On September 3rd, the squadron performed its last operation on this part of the front, which was now rapidly developing into ordinary trench warfare, and was, therefore, becoming unsuited to mounted work. At 5.30 a.m. Capt. Barclay, Second-Lieut. Druce, and 36 O.R.'s. passed through the section of wire belonging to the 2nd K.S.L.I., and proceeded to reconnoitre towards Karacol. Further information was required by the Brigade concerning the enemy observation station previously reported as being here situated. In support of this expedition, the Naval Commander ordered a monitor to come close to the coast, and to use her big guns as the occasion demanded.

It soon became evident that, since Second-Lieut. Phillips' last visit to Karacol, and the cutting of their telephone wire, the enemy was keenly on the alert. After a small stretch of dead ground had been thoroughly reconnoitred, an enemy sentry was seen standing near the "White House," which was a prominent landmark on this sector, and which was afterwards shelled to pieces. This sentry was fired at and dropped

down out of view. Whether he was killed or not was never known, for almost immediately afterwards the patrol came under an intense fire, and was compelled to withdraw. Private Renwick was badly wounded in the arm, and several horses came down, including that of Capt. Barclay. Sergt. Varrall, who was near by, gallantly pulled up and offered him his own horse, although the enemy fire was at its hottest and never slackened for an instant. For this act he subsequently was awarded the Military Medal. Capt. Barclay, Sergt. Varrall, and two other men eventually made their way to the coast, and were picked up by a boat sent to them from the monitor, "Sir Thomas Picton." The remainder of the patrol which had scattered was re-assembled and brought back to camp by Second-Lieut. Phillips, when it became clear that further operations against Karacol, in view of the numbers of the enemy in occupation of it, were impossible.

On the following day the squadron received orders to move from Ano Krusoves to Kucos, a small village further north in the Struma valley. The past few weeks had been a great strain to officers and men, as well as to the horses. The August heat had been terrific, and the fever-ridden district was already beginning to take its toll. Capt. Barclay throughout this period had led his squadron with tireless energy, to whose example not a man had failed to respond.

IV.—OPERATIONS IN THE VALLEY OF THE STRUMA.

The River Struma, from its source in Bulgaria, flows southwards through the Rupel Pass in the Belashitza Mountains into a broad valley, named after it; after bending slightly westwards it makes a rapid curve to the east as far as Lake Tahinos, and then, taking a south-easterly direction, empties itself into the Gulf of Orfano, or Rendiva, as it is sometimes called. On both sides of the river, especially in the area of the Lake, there are many acres of marshy land, and it is mainly from this stagnant water that the myriads

of mosquitoes breed, which, in the summer months, makes the valley of the Struma a veritable death trap.

The valley itself is immensely fertile, and much of the country was cultivated with maize, tobacco and cotton growing in luxuriant profusion. During the first summer of the British occupation large tracts of the country were covered with fruit-bearing trees (mulberries and figs), vineyards and melon fields. In the heat of the summer, therefore, the troops were not slow to take advantage of the bounties of nature. But in the next year, owing to the fact that the civilian inhabitants had been evacuated from this area, the fields had largely gone out of cultivation, and the fruit trees and vineyards, through lack of pruning and other causes of damage to them, practically ceased to bear at all.

The squadron remained at Kucos, a small evacuated village situated opposite about the middle of Lake Tahinos, and a few miles to the westward of it, from September 3rd to October 15th. In the summer months and during the dry weather, Lake Tahinos became shallow, and in some places fordable. One of the tasks, therefore, of the squadron was to patrol constantly the shores of the lake, and to search the country thoroughly, so as to prevent possible interchange of communications between the Bulgarians and civilian inhabitants in the rear of the English lines. During the whole length of the lake there were no trench lines or barbed wire, and, therefore, also it fell to the squadron and the cyclists to protect this portion of the front against a possible attempt of the enemy to effect a crossing by night. Another duty of the squadron was to keep a liaison between the 80th Brigade and the 82nd Brigade, which was holding the line to the north of the lake, and whose headquarters were at Humkos.

In order to prevent information reaching the Bulgarians through civilians passing over to the enemy during the night—it must be remembered that the front was very long and the line but thinly held—practically the whole of the Struma

valley was declared to be an "evacuated" area. All civilians therefore were compelled to leave their homes situated in this area, and to withdraw to other villages in the hills further south. It was the duty of the squadron to see that this area was kept properly clear of civilians, though occasionally a party of civilians would be allowed during the day-time to come down under escort to cultivate their fields, or for some such legitimate purpose.

On October 15th the squadron moved into a new camp near the Headquarters of the 82nd Brigade, and about 1,000 yards to the south of Demitric. On leaving the area of the 80th Brigade, the squadron again came directly under the orders of the 27th Division. Divisional Headquarters on this date was situated at about Kilo, 67½ on the Salonica-Seres main road.

On October 23rd until November 8th the squadron was placed under the orders of the Brigadier commanding the 7th Mounted Brigade, which consisted of the Derbyshire Yeomanry, the South Notts Hussars, and the Sherwood Rangers Yeomanry.

During this period, on orders received from the mounted Brigade, the squadron was held responsible for daily observation and patrolling of the front from the main Seres road exclusive to the Agomah-Seres track inclusive. Liaison had to be maintained with the Mounted Brigade posts at Ada and Kalendra, and urgent reports concerning enemy movements had to be immediately sent to the infantry of the Division at Homondos.

On the following morning, Second-Lieut. Druce with the 3rd troop, accompanied by Major Barclay left camp at 5 o'clock in the morning in order to put out the necessary posts for the observation of the enemy as directed. These posts remained out until dusk, when late in the evening the whole troop returned to camp. This procedure was repeated daily and every movement of the enemy, as seen, was noted and reported to Headquarters. Occasionally the patrols of the

squadron came into direct contact with patrols of the enemy, as for instance on October 27th, when the squadron patrol was fired at by about 15 Bulgars, and a horse wounded. Round about Homodos, and, in fact, for many miles on the left bank of the Struma, the country, which was very flat, soon came to be overgrown with tall rank grass and bushes which made observations difficult and rendered a patrol very liable to being ambushed.

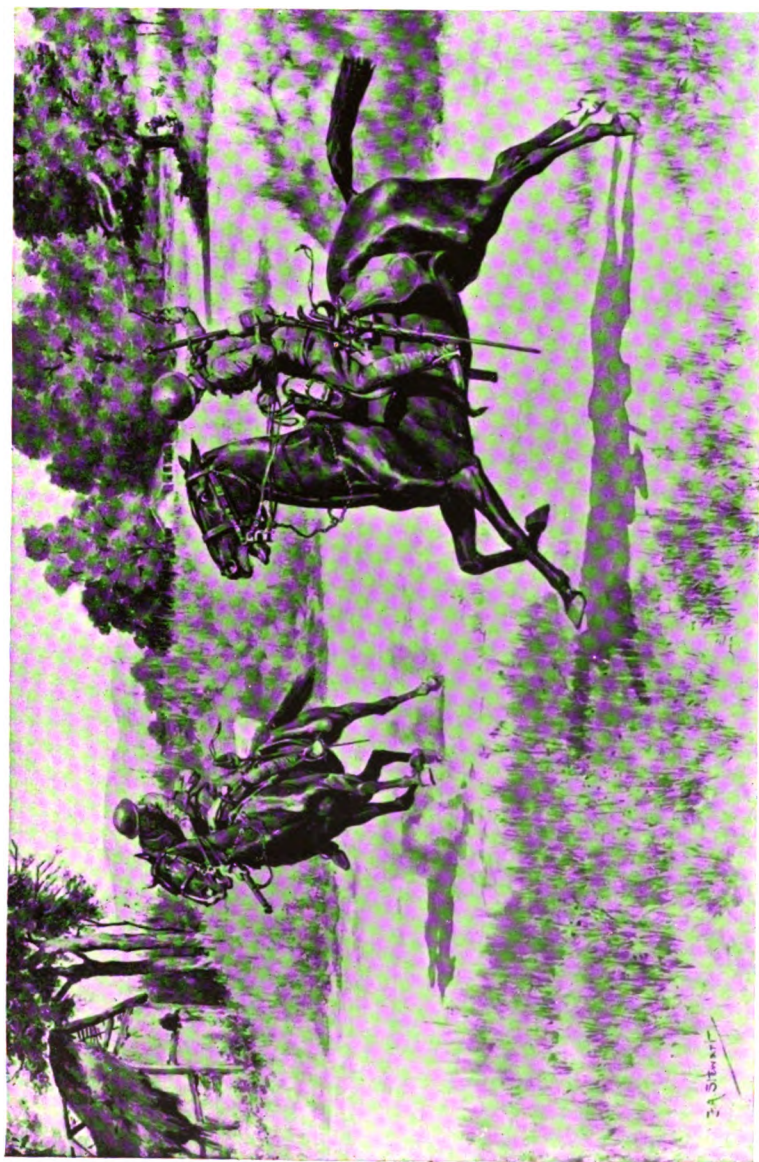
Later on in the campaign, in 1917 and onwards, the squadron patrols had almost daily encounters with the enemy in this way, and thus, besides inflicting casualties upon them, and occasionally capturing a few prisoners, they kept enormous stretches of country in front of the main line of trenches, and wire free from permanent occupation by the enemy.

On October 31st a minor operation was carried out by the 81st Infantry Brigade, under whose orders the squadron temporarily came. The rôle of the squadron was to protect the right flank of the infantry during the daylight hours in the area lying between the tracks Homodos-Seres and Agomah-Seres, and, in the words of the operation order, its action was to be characterised by energetic patrolling. During the progress of the infantry demonstration against the enemy, the patrols of the squadron came under both rifle and shell-fire without incurring any casualties, but the right flank of the infantry was successfully protected. Having sallied forth at 6.30 a.m., the squadron reached camp again at eleven o'clock that night.

The usual patrols were continued until November 8th, when, on orders received from the 27th Division, the squadron was relieved from all the aforesaid duties and detailed to move to another area, in order to take over a section of the front then being held by a French regiment of Chasseurs d'Afrique, under Colonel Descoins. On arriving at Humkos, Major Barclay was ordered to take over the section from Ahinos to Fitokiford, and to place a post of one officer and 25 dismounted at



Sketch by Lieut. F. A. Stewart.
 "An affair of outposts"; an almost daily experience on the Salomona Front.



Sketch by Lieut. F. A. Stewart.

“An affair of outposts” ; an almost daily experience on the Salonica Front.

Baraktarmah and to maintain a standing patrol at Yeni Ciftl, near Patrik.

On November 10th, Lieut. E. Bell took over the post at Baraktarmah from the French, while Second-Lieut. Page proceeded to Yeni Ciftl.

On November 16th, Major Barclay was ordered to re-distribute the squadron as follows: One troop was to be stationed at Baraktarmah, one troop at Fitoki, one troop at Patrik, and one troop with Headquarters in reserve, covering the 39th Battery R.F.A. at Nigrita.

On November 23rd, the squadron was made further responsible for an extended area from Ahinos to Komarjian Bridge, and ordered to send situation reports each evening direct to the Division.

On the 24th, 32 civilians were arrested in the neighbourhood of Patrik-Gjorgula-Cerpista-Humkos, and of these seven were sent direct to the A.P.M. of the Division, as they had previously been found in the evacuated area and warned.

On November 25th, Lieut. E. Bell tested the fords at Baraktarmah, and reported that while it was impossible to cross, the top one on foot the lower one could be crossed, though only with considerable difficulty. Lieut. Druce reported that the river in front of Fitoki was unfordable. For the remainder of the period, namely to the end of December, there was nothing of interest to report on this part of the Front. Towards the end of December Major Barclay was informed that the squadron would cease to exist as an independent unit, but that with three companies of cyclists, and with "B" squadron of the Surrey Yeomanry (then acting as Divisional Cavalry to the 28th Division), it would go to make up a new formation called the 16th Corps Cavalry Regiment. On December 27th the squadron made its last march as Divisional Cavalry, when it moved from Nigrita to Kopaci, where henceforth until the end of the war it came under the orders of Lieut.-Col. T. B. Olive (3rd Hussars, and lately second in command of the Sher-

wood Rangers Yeomanry), the colonel of the newly formed regiment.

As Divisional Cavalry, the squadron had since mobilisation been called upon to perform many and various tasks. Seeing the war now from a distance, and in perspective as it were, it is questionable whether under the conditions of modern warfare the utility of a squadron of Cavalry to a Division is justified. A squadron is either too big or not big enough. In France much of the work which the squadron was detailed to perform fell upon the officers, whereas in the open warfare in Macedonia, the constant patrols over great areas necessitated the probably too frequent use of each individual man and horse, when taken from so small a body as one squadron. It is sometimes asserted that in modern warfare the use of cavalry is no longer desirable or practicable. While this may be so in a stationary form of trench warfare as existed on the Western Front in France for the major portion of the war, there can be no doubt that in the open and moving warfare, as prevailed either in the Macedonian, Palestine or Mesopotamian theatres, the cavalry played not only an important but a leading part in the operations.

In the Struma valley, the squadron as a separate unit (and afterwards as part of the 16th Corps Cavalry Regiment), together with the 7th Mounted Brigade, kept enormous tracts of country clear of the enemy, and during the summer and malarial month, when the plain was almost uninhabitable, enabled the great bulk of the infantry to be withdrawn into the high ground far away from the swamps and sickness zone. By means of their constant patrols the main trench lines throughout the summer were only lightly held by small detachments of infantry; and when finally in 1918 the time came for the general advance, and the Bulgarians retreated in disorder, cavalry were once more well to the fore, ever holding on to the enemy, and acting as the eyes and ears of the main body of the army.

H.Q. SIGNALS (S.Y.) WITH 16TH CORPS CAVALRY, KOPACI, SALONICA, 1917.
(Telegraph Office in background.)



Back : Sigs. A. WILTSHIRE, H. BROWETT, J. BOULTER, Corp. W. PEARCE.
Front : Sig. A. APPS, Sergt. E. E. GINGELL, Sig. E. WATTS, Corp. S. J. PROCKTER.

CHAPTER III.

"A" and "B" COMPANIES, 16th CORPS CAVALRY (1918).

THE "BLACKING" AND "BLACK" COMPANIES. 1918.

"A" and "B" Companies, 16th Corps Cavalry, were formed on December 20th, 1918, at Keyser, Pa., one mile N. of Keyser, to form the 16th Corps Cavalry Regiment, and the following notes from the official War Diary should prove interesting:

December 20th, 1918. Regimental H.Q. formed, Lieut.-Col. T. B. Oliver, C.O.; Lieut. Phillips, Adjt.

December 30th, 1918. Lieuts. Page and Openshaw sent to Blacking gun co.

January 1st, 1919. Major C. H. Chick returned from leave in command of the 1st Squadron, 1st for Cavalry, 1st Div. 1st Army. Upon arrival at Keyser, Pa., Chick deserte.

Upon arrival at Keyser a special visit was made to the town by Lieut. M. J. Phillips, the trouble was caused by the arrest of the Mayor by the Mayor) of the arrest, by two civil police (paid for two deserters who they had recognised. The police taking them away they were taken away, one policeman being killed and the other being last seen to be taken away bound and summarily executed. The man who stated he was going to be taken and executed was not seen again. The account continues:—

"The trouble was that as the 1st Div. 1st Army 100 deserters in the

H.Q. SIGNALS (S.Y.).

ALRY, KOVA, SYONIA 1917.



Back: Sigs, A. M. & H. H. BOWELL, J. BOULTER, Capt. W. P. B. &
Front: Sgt. A. APPS, Sgt. E. E. GINGOLD, Sgt. E. WATTS, Capt. S. J. PROKTER.

CHAPTER III.

"A" AND "B" SQUADRONS IN SALONICA (1915-18).

WITH 16TH CORPS CAVALRY.—TACKLING GREEK DESERTERS
AND DESPARADOES.

DECEMBER 27th, 1916 "A" and "B" Squadrons joined forces in camp one mile N. of Kopaci to form two squadrons of the 16th Corps Cavalry Regiment, and the following entries from the official War Diary should prove interesting.

December 29th, 1916, Regimental H.Q. formed, Lieut.-Col. T. B. Olive, C.O.; Lieut. F. Phillips, Adjt.

December 30th, 1916, 2nd Lieuts. Page and Openshaw leave for Hotchkiss gun course.

December 31st, Major G. Borwick returned from leave in England.

December 31st, "A" Squadron left for Gajdohor to settle some trouble caused by Greek deserters.

Upon his return (after a special visit), it was reported by Lieut. Miller that the trouble was caused (so he was told by the Mayor) by the arrest, by two civil police, at Gajdohor of two deserters whom they had recognised. Upon taking them away they were fired on, one policeman being killed and the other was last seen being led away bound and surrounded by a howling mob who stated he was going to be taken and shot! The official account continues:—

"The Mayor states that as there are 100 deserters in the

village, and in this area, it is best to leave them in peace, as they have sworn that no man shall be arrested unless the whole lot are taken, which they will resist to the last man ! ”

With reference to the same incident, the late Major T. H. Barclay (O.C., “ A ” Squadron), having been sent to investigate further, sent in the following report, dated January 1st, 1917.

“ Upon investigating I find nothing agrees or helps much. There is obviously something very wrong with the natives about here, as they are frightened and unwilling to talk. *I think the two Police possibly deserved all they got*—as rumour has it they offered to let the two men they had arrested *go if they paid up!* There are stories too about their women being molested beforehand. None of these statements can be confirmed, yet it is a very big question about arresting *deserters*, as I hear many are working on the roads for our R.E., also it would be useless to raid one village and leave others near.”

This officer proceeds under same date to give interesting details of the doings of “ A ” Squadron (16th Corps Cavalry) in further reports, as follows :—

“ The squadron arrived at Nigrita on the evening of December 31st and billeted there the same night. The 2nd line Train Transport arrived same day. On January 1st, 1917, the Squadron, less 1st and 2nd line Transport and six men detailed as escort, marched out of Nigrita and proceeded through Humkos and Dzindzos towards Ezjova. Before reaching latter village, I sent Sergt. Thomas and nine O.R. to Pazjotros to meet Lieut. Keyser, Intelligence Officer at Ahinos, and a Greek agent sent by Capt. Gout.

“ Sergt. Thomas’ orders were not to leave Pazjotros until 1200 hours and then to approach Gajdohor from the north; he was to stop any inhabitants leaving the village and to arrest any man carrying arms.

“ I ordered Lieut. Bell to take his troop to the east side

of Ezjova to prevent the inhabitants leaving the village on their side. When Lieut. Bell was in position, I sent two men to the west side of village and entered same myself from the north with ten men, leaving the remainder of the Squadron under Lieut. Druce just outside the village. It appeared to be quite quiet, and except for the fact that the Greek police had left, there was no sign of any disturbance. I thereupon reassembled the three troops on the East of Ezjova and marched by hill tracks to Rahmanli. This village also appeared quiet. I then proceeded by tracks towards Gajdohor, crossing the spur close to the Monastery.

" I sent one post of men to overlook the main track leading from Gajdohor, and also left posts S. and S.E. of the village which overlooked, adjoining. Sergt. Thomas and his party picketed north side of village. Later, accompanied by Lieuts. Welch and Keyser with fourteen dismounted men, I entered the village from the North—at once asking for the chief men of the village (the Mayor and Priest had not yet returned from H.Q. 80th Infantry Brigade). The village appeared quite quiet, so I posted sentries, and interviewed, firstly:—

" The Sub-Prefect of Nigrita, Vasilios, Carapaperas. He knew nothing definite about the murder of the two police. He thought there were about 60-100 deserters at Gajdohor; the police had come from Ezjova where there were usually five or six. He heard that the police took bribes. This man was very nervous about giving information and asked that his name should not be mentioned.

" Interviewed secondly one Johannis Efthemia, a grocer and café keeper. This man stated that early on the morning of the 27th instant, two police came to Gajdohor and there was a quarrel in the café belonging to the Mayor. He heard six shots—so bolted and shut himself up in his house. Deserters had told him that the Police took bribes from them according to their means—small or large! He knew the place was full of deserters but did not know if they had arms. He heard

later the police had arrested two deserters in the Mayor's café, and knew one by name. It was at the above-named man's café and shop that one of the police was supposed to have been murdered, but the owner denies he was present.

" Later the following arrived under Surrey Yeomanry escort: The Mayor, the Priest, one policeman and two deserters arrested by the policeman.

" The Mayor being interviewed stated that two police with two deserters, two tobacco merchants and a boy, came to his café on the 29th ult. About 11 a.m. he heard about ten shots and a few minutes after the two police came back to the café, where he then was, and asked for one Costa. The police—with the two deserters had left the village, going in the direction of Inezi—when the Mayor went to try and find Costa, but says he was stopped in the street by a man pointing a rifle at him and who refused to let him pass, so he returned to his own café. There he collected some men, but was again stopped. He heard four shots in Efthemia's café and a few hours later saw blood on the floor there. (N.B. The above story does not agree with that from 80th Infantry Brigade.) The Mayor is very nervous for his safety and is to-night stopping under our protection at Paljotros. He confirms that there are quite 100 deserters.

" The police officer who went to the 80th Brigade was rather excited and talked about a machine-gun he heard the deserters had. His statements want confirming and are in my opinion exaggerated, so have not given his statement in detail.

" The two deserters are peaceful men, whose only desire is to be at home for Christmas, and then work on the roads for the British. In my opinion *every* village is full of deserters. *At present* most of them are hiding in the hills and villages, hearing of our visit. It will certainly be a long and ticklish job to search 300-400 houses in this (Gajdohor) and other villages similar. I am informed that as long as they are not interfered with they will remain quiet, but

the inhabitants seem frightened and are unwilling to talk. On the approach of troops of any kind, men are seen to hide.

“ The Squadron eventually reached Paljotros and billeted; horses had had a long and hard day on the hills. To-morrow I hope to get some more definite facts, and will talk to 80th Infantry Brigade on the telephone.

“ Later a man arrived saying that the deserters were willing to surrender to the British, so long as they were not handed over to the Greeks. I replied that I would return and meet these deserters and hear what they had to say. This was arranged, and with a strong escort I returned and met them (about 45 men) assembled in a café; nearly all of whom come from Gajdohor, and about twenty of them were *openly* armed. They asked specifically that they might be under British protection from the Greek Government, upon which they would work for the British and give up their arms and ammunition. I told them (through an interpreter) that I would give them an answer as soon as I heard, but in the meantime they were to assist the Mayor to keep order. This they agreed to do, so long as the police kept away.

“ They gave me, what are probably the true facts. It appears that after arresting the two men, the police were leaving the village with their prisoners, when the latter called for help very loudly and attracted the attention of about forty deserters, who were in a near-by hill; the latter who were armed, on hearing the appeal, fired in the air; the two police fired back at them and then went back to the village. In the streets the police fired wildly about them, taking no care whether they shot civilians or otherwise (no one was hit). The deserters followed them up and found the two police in a café; one they killed, an N.C.O., and the other they bound and led out of the village. ‘ I let him go (said the Mayor) without beating him! ’ They *state* he was not wounded, but disarmed. Two men stated they had recently paid nearly all

their savings and money earned, to the police *not* to be arrested.

" Yesterday, January 1st, the 80th Infantry Brigade sent a Greek police sergeant, who had two deserters he had arrested on 30th ultimo at Gajdohor. About 2 p.m. these men escaped from the police sergeant. I had to disarm the latter and keep him under guard as he was over-excited and threatened to kill himself if he was not allowed to follow the prisoners to Gajdohor to re-arrest them. This sergeant is a Cretan and a very gallant man, and had he gone would almost certainly have been at once killed in the village, and I did not wish to risk further disturbance there until the men had been given an answer to their request of British protection.

" As far as I can ascertain there are now a good many men employed on road-making and also as agents, who are deserters from the (Greek) National Army. If it is possible to employ the men from Gajdohor and other villages, I think a good many arms would be brought in. These men hate the Greeks officials and say they are very badly treated by them. The police to do their work were too few in numbers, *corrupt* and terrorised the villages they visited. The deserters are determined to resist arrest and at night have guards out in all directions. In my opinion, there are two ways of dealing with the latter:—

" (1) To get them in peacefully, bringing their arms, and employ them for labour, either under ourselves or the French.

" (2) To give active support to the police and help them enforce compulsory service in the National Army. This latter alternative would be a big undertaking, as there seem to be deserters in all villages which are occupied in this area. They would promptly take to the hills and be difficult to get at.

“ A ” AND “ B ” SQUADRONS IN SALONICA (1915-18). 205

“To cap matters, at the end of the interview to-day, the deserters gave three cheers for the British!

“ Please instruct me as soon as possible what answer I am to give to the deserters’ request for British protection? ”

**(Signed) T. H. BARCLAY,
O.C. “ A ” Squadron.**

**To Lieut.-Col. Olive, M.C.,
C.O., 16th Corps Cavalry.**

January 2nd, 1917.

CHAPTER IV.

WITH "B" SQUADRON, SALONICA, 1915-18.

FROM the pen of Major Mirrielees, "B" Squadron (Second in Command). Continuing his story from Part II, he writes:—"Enemy submarines in the Gulf of Salonica caused a delay of 24 hours in Mudros Harbour, but on December 1st the "Knight Templar" resumed her voyage, and at 8 a.m. on the following morning entered the harbour of Salonica, which was full of transports. It not being clear, owing to the uncertainty of the political situation, how Greece would act in the face of the landing of large bodies of troops on neutral soil, these ships lay at anchor for a week or more before disembarking their troops; during the whole of this time a thick sea fog enveloped the harbour, and the week was spent in stables, cleaning up ship and rifle, and sword exercises, with troop races in the ships boats by way of amusement.

On December 11th the "Knight Templar" came alongside and the Squadron disembarked and marched by the Seres Road as far as Lembet, where a camp was found alongside the Cyclists with tents pitched for us by them. Two days were spent here and the benefit of not having clipped the horses was realised as the weather was extremely cold. Fortunately horse rugs were issued.

On the 14th the Squadron moved to a camp between Ajvatle and Dremiglava, and on the following day moved on to Guvezne where a camp was pitched in a nullah by the river side along with the Divisional Cyclists Company, which came under the orders of the O.C. Squadron. This position being

6 miles in front of the defence or " Birdcage " line, the Cyclists were detailed for the defence of the camp, and the Squadron was ordered to send out three patrols daily in the direction of Kukus, Lahana and Suho. During the night of the 16th the Squadron and Cyclists were flooded out of their camp by a heavy rainstorm, and on the following morning moved to another a quarter of a mile further south of Guvezne and on the west bank of the river.

From the 18th to the 29th three patrols were sent out daily up the Seres Road and across country on either side of it; this employed two troops a day and the remaining two did squadron routine. Touch was obtained with the French rearguard in the neighbourhood of Kukus and much local knowledge was gained, but the passive resistance offered by the Greek Troops considerably hampered the activity of the patrols. During this period Capt. Vickerman Smith joined the Squadron as Medical Officer. The first Christmas Day abroad was celebrated by a pork dinner, and on Boxing Day the first mail was received since leaving Alexandria. The horses stood the work well and improved rapidly in condition.

During the month of January, 1916, the Squadron and the Cyclists, together with a battery of guns, formed what was known as the 28th Division Detached Force, and commenced digging a line of trenches at the foot of the prominent hill variously known as Gnoina Hill, Gibraltar, and the Duke of York's Hill. Three patrols were again sent out daily and on the 6th Lieut. Horne went on a week's patrol to Demivhissar and Seres. On the 15th there was a heavy snowfall, and the same day Sergeants Arnold, Mee, Cordis, Shaw and Moon left for England on completion of their year's service. Squadron training was carried on when sufficient men were available, but the Squadron strength at this time did not exceed 100.

The weather on the whole was fine and the health of the men and horses good. Several football matches (rugger and soccer) were played against the Cyclists.

On February 3rd Lieut. Woodall and the 4th troop left for police duty at Division H.Q. and on the following day the Squadron moved to another camp, one mile east of Dremiglava, the post at Guvezne being taken over by a squadron of South Notts. Hussars; Lieut. Aston with 10 men were left behind with them to act as guides, but rejoined on the 8th. The months of February and March were occupied in squadron training, shooting, signalling, nekometer, etc. Horses with very heavy coats were clipped trace high. Oats were gradually stopped and barley and tibbin substituted for them, but the horses entirely failed to digest the former. On February 21st Lieut. Aston went with a patrol on a week's reconnaissance to Snevee. On March 3rd Lieut. Hill and the 1st troop relieved the 4th troop at Divisional H.Q. and on the 7th the Squadron moved to a camp a mile north of Guevezne to get clear of artillery registration at Dremiglava. Up till now the weather had been beautiful, but on the 8th it became very wet and everything was much hampered by mud.

On the 12th the Squadron moved to Gnoina, and on the 25th back again to the camp at Guvezne vacated by the S. Notts Hussars to take over the control post for regulating the movements of the civil population.

During this period squadron training was continued, an advance-guard scheme being done under the personal direction of Gen. Briggs, and a " field-day " with the Northumberland Fusiliers. By way of relaxation the Squadron rode over in parties to see the splendid Divisional Pantomime, "Dick Whittington," at Lembet.

On the 25th the 1st troop rejoined from Divisional H.Q., and on the 26th Lieut. La Fontaine joined the Squadron as interpreter.

The 84th Infantry Brigade manœuvres commenced on March 27th, the Squadron co-operating in a night attack on Kabudli; on the 28th it took part in an attack on the infantry advancing from Djami-mah, retired on Zarovo, and was billeted

Convegno di Genova, 1991, and Lanzani.

The 80th Brigade continued from being succeeded by the 79th Brigade. The 80th Brigade was moved to the Seres Road and the Langaza track. On the 1st of December the 80th Brigade took part in a ceremonial march at Divisional Headquarters on the occasion of the departure of Gen. Sarraf from the G.C.M.G. Squadron. Daily patrols on either side of the Seres Road were maintained until the 80th Brigade exercises commenced on the 16th.

Supporting the main attacking force, the 2nd Cavalry followed the 1st Cavalry when the latter moved to the front. On 12 June, the 2nd Cavalry moved to Ambabandi to take over from the "1st Cavalry and Border Horse" Yeomanry, the battle posts of the 1st Division being reinforced by a platoon of the 18th Division of specialists.

On the 11th a long distance patrol of twelve men under Captain K. J. was sent off to deliver proclamations to the 100,000 inhabitants in the Strumia Valley—they were prevented

[illegible]

... and on the ... by the S. North ... during the move-

The training continued up to the morning was continued, and the "field day" scheme being done under the personal direction of Gen. Briggs, and a "field-day" with the Northumberland Fusiliers. By way of relaxation the Squadron rode over in parties—see the splendid Divisional Pantouline, "Dick Whittington" at Leamington.

On 22, the 1st troop rejoined from Divisional H.Q., and the 2nd Lt. at La U. also rejoined the Squadron as

On 27th the Infantry Brigade manoeuvres commenced on Mt. Khat, the Squadron co-operating in a night attack on Khat, and on the 28th it took part in an attack on the infantry advancing from Diani-mah, retired on Zorova, and was billeted

for a very wet night at Berovo. On the 29th the Squadron, after holding the high ground above Berovo against the infantry advancing from Berovo, moved to Kukari for the night, and on the 30th the manœuvres closed with an attack on the Brigade rearguard, after which the Squadron marched back to Guvezne by Djami-mah and Iramazli.

On April 2nd Lieut. Openshaw and sixteen reinforcements arrived, and on the 5th the Squadron took part in the 85th Brigade manœuvres, spending the night at Sadikli after attacking the infantry advance-guard at Chookali. On the following day the manœuvres terminated with an attack on the rearguard at Sheremetli, and the Squadron returned to camp.

On April 7th Capt. Vickerman Smith left on being succeeded by Capt. Wootten as M.O., and the camp was moved to the other (east) side of the river on the Langaza track. On the 9th Lieut. Horne and twenty men took part in a ceremonial parade at Divisional H. Q. at Lembet on the occasion of the investiture of Gen. Sarraill with the G.C.M.G. Squadron training and daily patrols on either side of the Seres Road were resumed until the 83rd Brigade manœuvres commenced on the 12th.

These manœuvres started by the Squadron attacking the infantry at Sudeli. On the 13th it held a position on the main road south of Likovan: on the 14th it held the village of Karajakeui; and on the 15th the manœuvres finished with an attack on the infantry rearguard.

Squadron training and patrolling followed until the 19th, when Lieuts. Horne and Aston with the 2nd and 3rd troops moved to Ambarkeui to take over from the " Lothians and Border Horse " Yeomanry, the battle posts of the 22nd Division, being reinforced by a platoon of the 18th Division Cyclists Company.

On the 19th a long distance patrol of twelve men under Capt. Mirrielees started off to deliver proclamations to the headmen of villages in the Struma Valley—they were prevented

from completing this work by the G.O.C. Greek Army Corps at Mekes, and returned to Guevezne on the 22nd.

The remainder of the month was occupied in squadron training and patrolling and on the 26th Lieuts. Woodall and Hill with forty competitors went into camp near Div. H.Q. for the 28th Div. Horse Show, in which a section of the 3rd troop gained 3rd prize in the mounted section class.

On May 3rd the 2nd and 3rd troops rejoined from Ambarkeui and on the 4th Divisional manoeuvres commenced. In these manoeuvres, which lasted for a week, the Squadron was employed in its rôle of Divisional Cavalry, but one Squadron proving inadequate for the work, the orders, as issued, almost always ended with the words " as far as possible." The route was Likovan, Zarovo, Berovo, Visoka, Sariar, and back to Guvezne, the Squadron being worked very hard at flank and advance guards and reconnaissance patrols, and a good many sore backs being caused by numnah-linings working up the panels.

On orders being now received to proceed to the Struma Valley, the Squadron marched on May 13th to Likovan and on the following day to Orljak.

On the 15th it moved into a standing camp on the river bank half a mile south of the village of Orljak, relieving a squadron of the Lothians and Border Horse, as part of a detached force under Major Birkin (South Notts Hussars). On the latter squadron being relieved on the 17th by a squadron of Derby Yeomanry, Major Borwick assumed command of the detachment, which was reinforced by a platoon of the Divisional Cyclists. The orders issued to the detachment were to patrol the country across the Struma as far as the line Vetrina-Poroj and to effect liaison with the French, in pursuance of which daily patrols were sent out, and it was on the 26th that the patrol, *with Major Borwick and Mr. La Fontaine to Rupel

* See Major Borwick's own account of this on page 250 (Chapter V).

and Demirhissar, heard of the Bulgarians crossing the frontier and occupying Rupel Fort, which was treacherously handed over to them by the Greek Garrison. This important piece of news, which must have caused as much sensation as any other in the campaign, with the exception of that of the dramatic capitulation of the enemy two years later, was immediately wired to A.H.Q. on the return of the patrol to camp at 4.30 a.m. on the 27th.

About this date Lieut. Hill gained the Military Cross (awarded 1/1/17) "for crossing the Struma with a small patrol and penetrating the Bulgar position to warn one of the reconnoitring parties of the rapid advance of the enemy."

Up till June 4th a daily patrol of an officer and 25 men was sent out to observe the movements of the Bulgars and the Greek troops in the neighbourhood of Demirhissar, but no enemy patrols penetrated south of the line Seres-Demirhissar. During this fortnight at Orljak the horses were trained in swimming the Struma river.

On June 3rd the Chasseurs d'Afrique (French Colonial Cavalry) took over the front line restricting the Squadron to the line Kopriva-Prozenik, and on the 5th there came, as a complete surprise, orders to move back to Gudvezne. The Squadron marched on the 5th as far as the 38th kilo-stone on the Salonica-Seres Road (a long trek of about 25 miles), and on the following day to the 24th kilo-stone, near Gudvezne where it camped with the 84th Brigade. Rumours were rife as to the reason for this retrograde march, the favourite one being that it was due to trouble with the Greeks. But, whatever it was, at 4.30 p.m. on the 8th orders were received to return immediately to Orljak. Hurriedly striking camp and saddling up, the Squadron started at 6.30 p.m., and marching all through the night, with only an hour's halt at Lahana, reached Orljak at 5.30 in the morning, taking over the Derby Yeomanry camp half a mile up the river from the old camp vacated 4 days previously. Here the Squadron came under the

orders of the O.C. Sherwood Rangers (Lieut.-Col. Thorpe) for a week, and recommenced patrolling the plain across the Struma.

On June 26th it came under the orders of the 7th Mounted Brigade (Brig.-General Lance), and received instructions to send daily patrols as far north as the line Kopriva-Prosenik (shortly afterwards extended to the line Spatovo-Demirhissar), and once a week a patrol to the area east of the Demirhissar-Seres Road, the latter patrol being out for two days. This continued until July 26th without anything eventful to report beyond the arrest of three comitadjis in Latrovo on July 25th. The two-day patrols, consisting of an officer, sergeant and twelve men, had some long and arduous treks up the hills behind Seres to Vrundi-Balkan ridge, whence good observation was obtained of the Bulgarian positions and works on the Cengel Dag above Demirhissar and Vetrina. The heat during the month of June became very great, and the men began to go sick with malaria and dysentery. Lieut. Woodall went on leave on the 8th, and on the 13th Capt. Mirrieles went to hospital. The forage was of very indifferent quality, and as the grazing was all dried up by now the horses rapidly lost condition and became very poor.

On July 10th a move was made to a camp near Kopriva, and from the 11th to the 26th a squadron of Derbyshire Yeomanry (Major Winterbottom) came under Major Borwick's orders and assisted in the work of patrolling. The 26th was marked by a tremendous thunderstorm with torrential rain which entirely swamped the camp, and the following day, the Squadron moved back to Guerlemeli in the foothills; here, to the great relief of all, the heat was not so unbearable as down by the river, where on many days the thermometer registered 108 degrees in the shade.

Lieut. Hill, Capt. Wooton (R.A.M.C. attached) and forty other ranks went to hospital with malaria during the month of July. On the 9th Capt. Mirrieles rejoined the Squadron

from hospital. On moving to Guerlemeli the Squadron came under the orders of the 28th Division again, its duties being to keep a standing patrol in Butkova all day, and effect daily liaison with the French at Kranmah. In the latter connection Lieut. Woodall was on August 2nd appointed liaison officer to the French Division on our left. As the horse lines were awkwardly situated on a steep hill immediately above the village of Guerlemeli, it was decided on August 3rd to move to a site just vacated by H.Q. 84th Brigade, a quarter of a mile south of the village, and here two officers and thirty O.R. of the 2nd Batt. the Buffs joined the Squadron to afford it protection at night.

On August 4th the patrol to Butkova (Capt. Mirrieles, Sgt. E. E. Gingell and ten men) encountered in the village about sixty Bulgar infantry which endeavoured to ambush and capture the patrol but without success, as the latter succeeded in withdrawing without suffering casualties beyond one man (Corpl. Taylor) being wounded in the arm by shrapnel from the French mountain artillery which had observed the encounter and started shelling the Bulgars. This was the first occasion on which the Squadron got in touch with the enemy in this country.

The following day, as no good O.P. could be found in Butkova, orders were issued by the Division for the patrols in future to observe the village from a position in the foothills between Lozista and Butkova instead of entering the latter. This observation patrol was maintained all day until Sept. 8th. In consequence of the proximity of the enemy across the Struma the Squadron, from August 20th to September 4th, " stood to " daily for an hour before dawn fully saddled up; this meant turning out before 4 a.m. and proved very irksome to all ranks.

On August 25th, with the object of lessening the leakage of information and communication with the enemy, orders were given for the evacuation of the villages of Lozista, Barakmah

and Ortamah; this, an unpleasant slave-driving kind of job, was carried out by Capt. Mirrielees, Lieut. La Fontaine(Intelligence Officer attached) and thirty men, but, owing to the fact that in pursuance of orders 24 hours' notice had been given, the greater part of the inhabitants had crossed over the Struma to the Bulgars the night before with their cattle, leaving behind only the old people and the women and children.

On August 29th the Squadron was further reinforced by the Ross and Cromarty Mountain Battery (T.F.) and thirty more men of the 2nd Buffs as escort to the guns, and the next day was shelled for half an hour in the morning, probably from Haznatar, while shifting camp to about half a mile higher up the hill on the Hamzali track (one horse wounded).

The health of the Squadron improved during the month of August, only eighteen men going to hospital, and the heat was less intense, but as the effective strength only averaged eighty the work was accordingly very hard and the men began to show signs of exhaustion. The condition of the horses, however, began slowly but steadily to improve.

From September 5th to the 7th a small patrol was sent out before dawn in place of the whole Squadron " standing to," and on the 8th, in pursuance of orders to march back and rest, the Squadron struck camp at 4 a.m. and reached Paprat at 8 p.m., the old camp being shelled shortly after it was vacated. Lieuts. Horne and La Fontaine with fifteen men were this day detached to deal with a mutiny among the Greek Muleteers at Mirova, and a draft of twenty-three men en route to the Squadron was diverted for the same purpose.

On the 9th the Squadron marched on to Hadzi Bajramli, where a delightful camp was put down amongst the trees and a much needed rest from patrolling began from men and horses. By this time the Squadron was reduced to 77 O.R., all of them exhausted and " fed-up " after four months of practically daily patrolling in the Struma Valley through the heat of summer. Individual musketry training and shooting on the

range provided a change for something over three weeks, during which period the health of the Squadron improved and its strength was made up by drafts to 100, while the horses being given almost complete rest, getting good and plentiful forage, and being turned out loose to graze all day, improved rapidly in condition. The only divisional duty demanded of the Squadron during the Hadzi-Bajramli "rest-cure" was the finding of a guard of a sergeant and eighteen men at the big A.S.C. dump at Likovan. On October 4th, none of the other officers being well enough, the C.O. took a party of twelve to Salonica for remounts, returning with them on the 6th, on which date Lieut. Aston went to hospital. The same day orders were received for the Squadron to proceed to Kopriva and patrol the front Cuculuk-Cavdarmah, but owing to the absence of the remount party and the Likovan guard, and the shortage of saddlery for the newly arrived drafts, it was only possible to send fifty men under Lieut. Horne that day. This party marched through the night via Lahana, reaching Kopriva early in the morning of the 7th, and during the day reconnoitred the Elisan-Cuculuk area where they drew fire. The remainder of the Squadron left Hadzi Bajramli at 3 p.m. on the 7th, and marching via Ramma reached Kopriva at 11 p.m. where they bivouacked for the night in a field where the mosquitoes were found to be particularly active and numerous.

Early on the morning of the 8th patrols were out again and in contact with the enemy during the day on the front Topolova-Haznatar, while good billets were found for the Squadron in the village of Kopriva.

On October 9th a party of twenty-five under Major Borwick found Dolap Wood and Barakli-Dzuma both occupied by the enemy, and later in the day, reinforced by one company K.O.Y.L.I., and supported by a section of 18-pounders at Cavdamah, made a demonstration against Barakli-Dzuma. The village being strongly held the force withdrew, no casual-

ties being suffered by the Squadron. (N.B.—See Major Borwick's account in another chapter.—Ed.)

On the 11th another attack was made on Barakli-Dzuma by the 1st Batt. York and Lancs. Regt. The 1st and 4th troops, under Capt. Mirrieles, were detailed to protect the left flank of the attacking infantry, and from a position in the river bed west of Ormanli sent out patrols to the north and north east; these, however, were unable to get far or to maintain close touch with the infantry owing to the very open nature of the ground. The 2nd and 3rd troops, under Lieut. Horne, were ordered to protect the infantry right flank, which they did with conspicuous success. For his services on this occasion Lieut. Horne was awarded the Croix de Guerre with Palm (21/1/17). "During the demonstration against Barakli-Dzuma (11/10/17) he was ordered to cover the right flank of the attacking infantry with two troops. He performed this task with conspicuous success, holding off a flank attack, and subsequently fighting a rearguard action for an hour and a half against superior forces. The Infantry Commander called the attention of the Squadron Leader to the services rendered and success attained by this officer." Sergt. E. E. Gingell was awarded the Bronze Medal of the Crown of Italy (5/3/17), "for gallant conduct and skilful leading of a small party of men during a rearguard action fought by two troops of his squadron to cover the retirement of the York and Lancs. Regt. after a demonstration against Barakli-Dzuma 11/10/16."

The infantry attack, which started at 2 p.m., was held up by heavy machine-gun fire, and a retirement was ordered at 5 p.m., the Squadron recrossing the river at 8 p.m. The Infantry suffered about 100 casualties, and the Squadron had two men (Privates Badcock and Hawkins) wounded and one horse killed. Private F. P. Barnard was awarded the Military Medal (2/11/16) for gallantry and devotion to duty, and the Bronze Medal of the Order of the Crown of Italy (5/3/17). "During the attack on Barakli-Dzuma (11/10/16)

the O.C. York and Lancs. Regt. sent him with a message to one of the companies which were heavily engaged. On his way he took another message from a wounded comrade and delivered them both, walking along the firing line to do so. For three hours he was under heavy rifle and machine-gun fire."

From October 13th to the 30th patrols of an officer and from twenty-five to thirty men were out daily on the line Kumli-Barakli, Dalop, Barakli-Dzuma, Haznatar, Alipsa. Owing to the flat ground and standing mealies it was impossible to get accurate observation, and information as to the enemy's trenches, etc., had to be obtained by the patrols pushing on till they drew fire; on three days only were they not fired on, but fortunately the Bulgar shooting (even at 100 yards range and less) was very poor, and the only casualties sustained in this period were two horses killed.

October 31st was the date fixed for the third attack on Barakli-Dzuma. This time by a Brigade (the 83rd). To be in its allotted position on the left flank of the Infantry before daylight, the Squadron on the previous afternoon had marched out to and put down horse lines for the night at Haznatar. A night attack, however, compelled the C.O. to move the horses further away from the village, and a miserably cold, wet night was spent holding the horses, near a solitary tall poplar tree, until, at 3.30 a.m. the order was given to lead march along the Ormanli track, and the Squadron got into position by 5 a.m. Preceded by an artillery bombardment of fifteen minutes the Infantry attack started at 7.30 and proved so successful that the village was occupied by 8.30 with very few casualties to the attacking force. The orders issued to the Squadron were to observe the line Ernekoj-Alipsa during the attack. This was done, but no enemy movement was to be seen, and the Squadron did not come under aimed fire all day. It withdrew at 6 p.m. and returned to billets in Kopriva. During the month drafts of men and horses brought up the Squadron strength to within five of establishment, but the second draft of the latter included

ponies of 14.1 hands and under, which seemed rather small for our work. The good effects on the horses of the rest and grazing at Hadzi-Bajramli now became apparent, and the galloping on patrol sharpened them up. As the weather became cooler there was less sickness in the Squadron, though malarial relapses accounted for a daily sick list of a dozen or so; not many of these, however, were evacuated to hospital.

On November 1st Lieut. Openshaw and twenty men escorted 308 Bulgarian prisoners (taken the previous day at Barakli-Dzuma) to Kilo 71 on the Seres Road, where they were handed over to the 16th Corps.

Owing to the consolidation of the line Elisan-Dolap-Barakli Dzuma-Haznatar the patrols sent out in October were now no longer required, but the Squadron was kept fully occupied with routine work, training and cleaning up the billets.

On the 16th reveille (to use an Irishism) was at 11.30 of the night before to enable the Squadron to march at 2.30 a.m. to Elisan to take part in an occupation of Kumli and attack on Barakli. The orders were to protect the right flank of the 1st Suffolk Regt. during the attack by observing the line of the Prosenik-Barakli track from the Kumli-Kjupri track inclusive to the infantry right flank. The capture of Barakli was effected during the morning and each troop sent out patrols throughout the day, but there was no attempt on the enemy's part to make any enflanking movement or counter-attack, and the Squadron withdrew at dusk having suffered no casualties.

On the following day two small patrols of an N.C.O. and five men each were sent out, one to reconnoitre the country N.E. of Kumli as far as the river bed, and the other the country N. and N.E. of Barakli. On the former (November 17th) Private de Massa was killed and one horse.

On the 22nd Major Borwick and four O.R. left for leave home, and from this date (November 22nd) till December 13th daily patrols were sent out to Barakli and Kumli, the former consisting of a sergeant and sixteen men, the latter of a sergeant

and eight men, each one finding out whether the village was clear of the enemy, remaining out in observation all day and patrolling northwards from the villages. The Kumli patrol worked with an infantry platoon from Elisan, while the Barakli patrol was supported by a platoon from Dolap Wood, but the Infantry did not enter Barakli and withdrew to Dolap on our patrol reporting Barakli clear. During the month of November there was an average daily sick list of about fifteen; these did not include any serious cases, being mostly excused-duty and light-duty men, but with men on transport and staff employ, orderlies, etc., the numbers available for patrols were reduced to about fifty, which meant each man going out every other day. Towards the end of the month the horses were beginning to show signs of hard work in the heavy going on the plain, and in pursuance of orders, clipping was commenced about this time.

As Sec.-Lieut. Woodall had been absent from the Squadron for four months acting as Liaison Officer, first with the French, and later with the Italian Division on the left of the 28th Division, and as Lieut Aston had gone to hospital early in October, there had for some time been only four officers doing duty with the Squadron. Major Borwick's departure now reduced their numbers to three (Capt. Mirrieles, Lieut. Horne and Sec.-Lieut. Openshaw), so that representations were made to the Division with the result that on December 2nd two new officers were attached to the Squadron, Sec.-Lieut. Power from the 3rd Middlesex Regt. taking over the 2nd Troop, and Sec.-Lieut. Burgess from the 1st Welch Regt. the 3rd Troop.

The patrolling of Barakli and Kumli continued (but more by means of observation posts than by moving patrols as formerly) until December 14th, when these duties were taken over by the Derbyshire Yeomanry, and the remainder of the time at Kopriva and of the Squadron life as Divisional Cavalry was taken up with routine work and clipping. On the 4th four more O.R. went for leave by the second leave-boat.

On December 21st considerable surprise was caused by the

receipt of orders to move on Christmas Day to Kopaci, to form, with A Squadron, what was to be known as the 16th Corps Cavalry Regt. However, the following day the news arrived of a respite till Boxing Day, which would enable the Squadron to eat its Christmas dinner in comfort before the move, and after a day of shovelling up and carting away in limbers the mucilaginous mud of Kopriva High Street, the majority of the Squadron attended the first night of the second pantomime production of the 85th Field Ambulance, "Aladdin," which proved a worthy successor to "Dick Whittington" of the year before.

Christmas Day was beautifully bright and warm, so much so that after church parade in the morning many spent the rest of the day sitting about in their shirt sleeves enjoying the sunshine. The Christmas dinner included plum-puddings, but unfortunately no turkeys could be obtained from the Canteen.

On Boxing Day the Squadron said good-bye with much regret to the 28th Division with which it had served for just two years and with all units of which it had established such friendly relations, and marched from Kopriva to the Rest Camp at Kilo 71 where it spent the night.

The next day it proceeded to join "A" Squadron in a camp situated in the sand dunes about a mile north of the village of Kopaci, and came under the command of Lieut.-Col. Olive, M.C. (3rd Hussars), the two squadrons forming the 16th Corps Cavalry Regiment and the latter forming, with the Corps Cyclists Battalion, the Corps Mounted Troops.

The remaining few days of the year were spent in settling down in the new camp and in the organisation of the two squadrons on a regimental basis. S.S.M. Rawdon was appointed R.S.M. of the New Regiment; Sergt. E. E. Gingell, Signalling Sergt.; and Farrier Sergt. Mee, Staff Farrier Sergt. Tents were issued to the Officers and Sergeants, while the men slept in bivouacs, the sandy nature of the soil facilitating good dug-outs and the adaptability and inventive genius

of the private soldier (coupled with a flair for " scrounging ") producing some really comfortable underground " homes from home." The health of the Squadron improved during December and the daily sick list fell to five or six, while the majority of the horses were clipped out and improved in condition. On the 31st Major Borwick returned from leave to take up the duties of Second in Command of the Regiment, and was succeeded as Squadron Leader by Capt. Mirrielees, and on the 15th a patrol consisting of Sec.-Lieut. Power and seven O.R., with an interpreter, was sent out to visit Maslar, Stravos, Krusoves and the intervening area. On January 3rd, 1917, the Squadron commenced musketry training; this, with the drills and inspections by the C.O., fully occupied the time until the 21st when the Regiment crossed over to the left bank of the Struma, to take over from the Sherwood Rangers Yeomanry, the front line position Ada-Kispeki-Salmah-Kakaraska by day, and went into billets at Dzanimah. This line was held by " A " and " B " Squadrons on alternate days until February 4th when the Regiment returned to standing camp at Kopaci. During this period there was little enemy activity on our front (although on January 28th the Turks were seen to be digging trenches about one mile N. of Nihor), and with the heavy rain and snowfalls the country soon became practically impassable for bodies of troops all along the 27th Division front, and the fords unfordable. During January the Regiment was issued with Hotchkiss guns (one per troop) which enabled the work of patrolling the various villages to be carried out with immensely increased fire effect. Capt. Mirrielees and three O.R. went on leave on the 7th, Lieut. Horne assumed command on rejoining the Squadron from the 28th Division, and Lieut. Woodall was appointed acting Regimental Quartermaster. From February 4th to 17th the Regiment was mainly employed in arresting suspicious characters, in escorting Greek prisoners and deserters, and in patrolling the back (Nigrita) area. On

the 18th " A " Squadron and one Company of the 16th Corps Cyclists Battn. (which was billeted in Kopaci) moved into billets at Elisan and Topolova respectively on taking over the observation and patrolling of that Sector of the Corps front north of the Seres Road, and occupied the front line before dawn the following day. On February 25th " A " Squadron was relieved by " B " Squadron, and increased enemy activity commenced that day with 82 shells being put into Barakli, where an " A " Squadron troop had a post. The following day 50 shells were put into Prosenik, and an attack on this village was repulsed by the Squadron and the Cyclists. (Enemy casualties, three killed and five wounded; our casualties, nil.) On the 27th there was intermittent shelling of all our posts, and the next day Barakli was shelled and Kumli bombed, seven casualties being suffered by our Infantry posts. On March 3rd and 4th Barakli, Prosenik and Topolova were again shelled, and on the 5th the Squadron Hotchkiss guns co-operated with the Cyclists in a raid on Kjudpri. On the 6th the Squadron was relieved in the front line and returned to Kopaci. Reinforcements during the month of February brought the Regiment up to over-strength, and the following new officers were posted to " B " Squadron, Sec.-Lieuts. Newton, Parbury, Filmer and Morford.

Various patrols were sent out at this time to the Nigrita-Humkos-Suho-Berovo area, regimental courses were held in signalling, demolition and cold-shoeing, and on March 24th an inspection of the horses was made by the A.D.V.S. Army.

The month of April was chiefly occupied in squadron and regimental tactical schemes, sometimes in conjunction with the Cyclists. On the 24th, the 1st and 4th troops were attached to the 2nd Battn. Cheshire Regiment and a battalion of the Northumberland Fusiliers respectively for three days manoeuvres, and on the 28th a successful Corps Horse Show was held.

On May 1st Sec.-Lieut. Palmer was posted to " B " Squadron, and on the same day Capt. Mirrielees rejoined the Squadron, taking over command from Capt. Horne, who, two days later went to hospital (rejoining again on the 15th). For the next three weeks the chief matter of interest was the projected attack on Ernekoj and Spatovo, more generally known as the " M and J Stunt," which was repeatedly and carefully rehearsed according to time table by the 84th Brigade (Brig.-Gen. Weid over an area of ground close to Orljak, and by the Regiment which was to co-operate, when the enemy wire was broken by our bombardment, by galloping through the gap and seizing the Bulgar guns behind Spatovo. In the event of the Infantry attack being a success it was to be exploited by the regiment advancing on Demir Hissar and cutting off the enemy's retirement on that town. All the officers went in turn to the 16th Corps O.P. at Kajali, where a good view was obtained through the telescope of the actual terrain of the attack and of the Bulgarian positions, and on the night of May 21st the Regiment marched to Orljak which was to be its starting point. After waiting all next day for orders for the attack, it was with some surprise that it was heard late in the afternoon that the operations were cancelled, and the Regiment returned to Kopaci after dark. Many were the rumours to account for this abandonment of the attack, the commonest being that an armistice had been declared, but in the light of future knowledge of events it appears probable that the real reason was to be found in a lack of unanimity as to strategy between the French G.O.C., Gen. Sarrail, and Gen Milne, the British Army Commander. On May 27th a troop from each Squadron was sent to Lelovo to arrest and shoot spies, and on the same day there occurred a disastrous explosion at the aerodrome near the camp, in which eleven naval aeroplanes were destroyed.

On June 1st Sergt. G. A. Banks was awarded the Meritorious Service Medal " for excellent work on patrol. He has

frequently given valuable information in an unusually clear and accurate manner. He can be relied upon at all times."

The weather was now becoming very hot again, and on June 8th orders were received for a withdrawal from the plain to a summer line. A new camp was found on the hill above Mahmudli, which was to be occupied by each Squadron alternately for a fortnight, while the other one remained in the Kopaci Camp, and took over the patrolling of the 27th Division front. The South Notts Hussars and Sherwood Rangers having vacated their camps on the 7th, that of the latter regiment was taken over by " A " Squadron, which was to do the first fortnight's patrols. On the 13th one troop " B " Squadron and three troops " A " Squadron relieved a squadron of Derby Yeomanry at Dzamimah for forward patrolling, and on the 16th June Headquarters and " B " Squadron moved up to the new Mahmudli Camp where the absence of flies and mosquitoes, as compared with the plain, and an occasional cool breeze, made life very much pleasanter.

About this time the news was received with much acclamation by the Squadron that in the *London Gazette* of June 1st, Major Borwick had been awarded the D.S.O. " for consistent good work while commanding the Squadron in France and Macedonia since January, 1915, especially at Barakli-Dzuma on October 31st, 1916, when he displayed courage and cool judgment when protecting the flanks of the attacking troops."

From June 16th to the 27th the Squadron was occupied in routine work, and the signallers were kept busy at the Regimental O.P. keeping heliographic touch with the patrols across the Struma. On the 28th three troops moved down to Kopaci to relieve " A " Squadron; the next day the remaining troop followed, and the Squadron took over the front line. This line was now for patrolling purposes divided into two areas, B and A, the former which extended from Karadzakoj Zir on the left to Komarjan on the right (both inclusive), and the latter con-



Sketch by Lieut. F. A. Steward.

The mid-day halt, a patrol in Jenimah, Salonica Front.

tinuing on the right to Osman Kamilla, Ano and Kato Gudeli, Dzamimah and Jenimah.

The " A " Patrol was at first worked more by the Cyclists, although a few Yeomen were attached to them, and the " B " Patrol of Yeomanry was similarly reinforced by eight or ten Cyclists.

The "B" Patrol entailed a twice daily round of the front Zir. Bala-Hristian-Kamilla--Agomah-Komarjan, and as the Corps was particularly anxious to know whether these villages were held by the Bulgars or not, the only method of obtaining this information (as the knowledge of their occupation by the enemy could rarely be gained by observation) was for our patrols to ride up to, round, and finally through the villages until they drew fire, or, alternately, the place proved empty. The heat during the middle of the day being such as to preclude as far as possible all movement for the sake of both men and horses, the morning round was completed by 8 or 9 o'clock, and the patrol *would then retire to what shade could be found amongst the trees on the right bank of the Struma, either near Wessex Bridge or Komarjan Bridge, according to which end it finished up at. Exchanging " tin hats " for sun-helmets with mosquito nets which protected the face and neck, the heat of the day would be spent in gossiping or sleeping, grouching, or " strafing " the flies, watering and feeding the horses, and enjoying (?) the mid-day meal of bully and biscuit washed down with warm chlorinated water, or the same refreshing liquid made slightly hotter in mess tins over a fire and converted into tea. The afternoon round was made about 4 or 5 o'clock, and the patrol seldom returned to camp before 9 p.m., so that, reveille having been at 2 a.m., these were long and tiring days. Great difficulty was experienced in conducting these patrols owing, firstly, to the luxuriant and semi-tropical growth of the vegetation, whereby the mealies and a species

*N.B.—See illustration

of thistle which covered the plain attained to an enormous height, sufficient often to hide a mounted man, and secondly to the fact that the fighting of the Balkan Wars of 1913 had left this portion of the Struma plain honeycombed with a network of old trenches, half fallen in and perfectly blind, which formed a serious obstacle to mounted troops, especially in conjunction with the old wire that was frequently met with. To this cause was due the unfortunate death on July 1st of L.-Corpl. Hazell, whose neck was broken by his horse falling on him in a trench, and the loss of a number of horses.

The former condition might at first sight appear to favour either side as much as the other, and to afford valuable cover to the mounted patrol as well as to his opponent, but the thick undergrowth in the deserted villages provided ideal conditions for ambush, and it was very soon learnt that in this type of warfare the cavalryman, except for his superior mobility, was at a serious disadvantage, as evidenced by the number of horses killed or wounded on these patrols. Had the Bulgar shooting in fact been anything like " pass " form, our casualties would have been very heavy. As it was, during the five months' patrolling from June to October the Regiment had four men killed, nine wounded, one missing, and ten horses killed and many wounded, while the Cyclists, whose wheeled mounts seemed no safer than a horse, had seven men killed, five wounded and three missing. On July 4th Sergt. Newdick was badly wounded at Jenimah, and the following day the " B " Patrol ran into an ambush of about thirty enemy at Hristian when four Cyclists were killed and one missing.

On July 15th the Squadron returned to Mahmudli on being relieved by " A " Squadron, and the next day Capt. Horne left on leave to England, his place as second-in-command being taken shortly afterwards by Lieut. Colman who rejoined the Squadron on the 30th on relinquishing the appointment of A.P.M. 28th Division. On the night of July 21st the Squadron moved down to Komarjan Bridge and co-operated at dawn

on the 22nd with the 1st Battn. Royal Scots in an attack on Homondos which resulted in the infliction of many enemy casualties, and the capture of one officer, thirty-three other ranks and two guns. The only squadron casualty was one horse killed. Apart from this nothing occurred to interfere with the Squadron's turn of " resting," with the exception of some severe " strafing " by the Corps Commander over the condition of the horse lines, and the isolation of a number of horses for suspected mange, many of them being sent away to the M.V.S., with the result that when the Squadron proceeded to Kopaci on the 30th to relieve " A " Squadron there were as many as thirty-eight dismounted men.

During the Squadron's turn of duty from July 31st to August 15th the Bulgars showed less signs of activity, although the "B" Patrol was heavily shelled in Hristian, and on the 8th Osman Kamilla and Jenimah were on several occasions found by the " A " Patrol to be strongly held. Some horses were lost, otherwise there were no casualties. A number of Derbyshire Yeomanry having been drafted to the Regiment, fourteen of them were about this time posted to " B " Squadron, and, with those from the same source who followed later, proved to be of excellent material. Twenty-two remounts were also received which helped to reduce the horse shortage.

On August 1st the D.D.V.S. Army inspected the horses of the Regiment, and a serious view being taken of the outbreak of mange, when the Squadron returned to the Mahmudli Camp on the 15th, it was kept hard at work until the end of the month oiling with whale-oil (an evil smelling stuff) and washing with soap and water every horse in the Squadron, a task which had to be repeated twice before the authorities were content. About this time a " change-of-air camp " was established at Karabarun to which those men who were most in need of it were sent for a week at a time, but the first party detailed to go from the Regiment was cancelled on account of the disastrous fire which broke out in Salonica

on the 18th and destroyed a large part of the town. A similar change-of-air camp for officers was afterwards opened at Stavros.

During the month of August the weather was extremely hot and owing to the total lack of rain the swimming bath at Kopaci ran dry. The bathing here had been one of the few bright spots in the existence of the " duty " squadron, and this deprivation was a keen disappointment to everyone. On the 25th 2nd Lieut. Power left the Squadron to rejoin the 3rd Middlesex Regt., and, as 2nd Lieut. Burgess had left the previous month, the Squadron was again short of two troop officers.

The Squadron took over the patrolling again from the 1st to the 15th September.

On the 2nd the 82nd Brigade undertook operations against Osman and Jenimah; on the 6th the 27th Division against Hristian and Osman, and on the 14th the 82nd Brigade against Jenimah. Sergt. Cordis was awarded the Military Medal (22/9/17) " for gallantry and devotion to duty at all times particularly on September 13th, 1917, near Jenimah. Whilst protecting the right flank he was attacked by six Bulgars, who came suddenly on him out of the hedge, five to ten yards away. He dispersed them by firing his revolver and killed one, thus saving a portion of his patrol. Throughout this operation his reconnaissance was invaluable and was carried out under difficulties owing to a thick mist."

In the " B " area things were fairly quiet until the 14th when our patrol found a strong force (estimated at 100) of the enemy lying up in ambush at Hristian. Owing to thirty competitors in the Corps Horse Show having left the Squadron on the 12th, the patrol this day comprised officers' servants, cooks and others who had not had previous experience of the method of " doing " villages. The main body came into dismounted action at close range, but owing to the jamming of its Hotchkiss gun had to retire. The gun was only got away with great

difficulty and through the coolness displayed by the Gun-Corporal (L/Cpl. Newman), who was recommended for the Military Medal for his behaviour on this occasion. Private Birch was unfortunately missing, his horse being killed, as well as Major Mirrielees' horse and one other.

On the final day of the 16th Corps Horse Show at Hadzi Bajramli on September 16th, a mounted section of the 3rd Troop won second prize in a class open to the Regiment and the Derbyshire Yeomanry, while Sergeant De Villiers gained third prize in the individual class. In the Officers Chargers events, Lieut. Colman's " Tom " won the Heavyweights and Major Mirrielees' " Bob " was third, and in the Lightweights Major Borwick's " Lady Nellie " was fourth.

Mahmudli Camp was vacated for good on the 22nd, when the Regiment moved to a new site for the winter midway between the original Kopaci Camp and the bridge over the river. This was done with the object of obtaining more shelter from the cold winds for the horses, which were very comfortably " dug-in " under a high sandbank. Cricket, which had been played on the low-lying field below the horse lines, now gave place to football, and the officers also enjoyed some very fair polo on a flat sandy stretch of ground on the Badimal track. About this time the Derbyshire Yeomanry occupied the site of our old camp, and the Argyl Mountain Battery also camped quite close by.

From October 2nd to the 17th " B " Squadron again took over patrolling and found several villages frequently occupied. On the night of the 13th/14th " A " Squadron co-operated in a successful raid on Homodos by the 81st and 82nd Brigades, and on the succeeding days Ada and Kiskepi proved to be strongly held.

On September 17th L/Corpl. Deakin gained the Military Medal: " The Patrol was reconnoitring towards Ada and Kiskepi. The left section under L/Corpl. Deakin was heavily fired on by rifles and rifle grenades at a range of about 150

yards from a post south of Ada. A private's horse was killed and fell, pinning the man underneath. L/Corpl. Deakin extricated him from under his horse, and seeing he was badly shaken and unable to walk, gave him his own horse on which to ride away. Previous to this, on the enemy opening fire, the horse ridden by another man bolted towards Kiskepi, which was held by the enemy, and L/Corpl. Deakin helped him to get his horse under control by heading him off. His prompt action on each occasion enabled the whole of his section to get away with the loss of one horse only."

Preparations were all completed on the 18th for a raid at dawn the following day on Ada and Kiskepi in conjunction with the Cyclists, while the Derbyshire Yeomanry were to raid Kakaraska simultaneously, but late at night the orders were countermanded.

A new system of conducting the patrols was introduced by Lieut.-Col. Neilson (4th Hussars), who now assumed command of the Corps Mounted Troops, whereby two troops operated daily in the area Ada-Kakaraska, and a more offensive attitude was adopted against the enemy. Following a successful raid by " A " Squadron and two platoons of Cyclists on Jenimah on October 22nd, a combined attack on the villages of this area by the C.M.T. and 82nd Brigade was planned for the night of the 24th/25th. " A " and " B " Squadrons with one squadron Derbyshire Yeomanry concentrated in Gudeli Wood, where they left their horses, and from there marched on through Jenimah and Komarju to attack Kakaraska at daybreak in conjunction with the Cyclists attacking from the north, while the Infantry were to take Ada, Kiskepi and Salmah. Being unfortunately delayed " en route," the Regiment and the squadron of Derby's only reached Kakaraska to find that the village had been cleared by the Cyclists half an hour previously, and nothing remained but to march back to the horses. The raid on Salmah was most successful, over 100 prisoners being taken by Lovat's Scouts (Yeomanry).



Sketch for "Raid," F. A. (1870-1871)

"A group of mounted raid on caravan, Solomon Front, led by Victor F. A. (1870-1871)"

the village of Ada. A private's horse was killed by a bullet passing underneath. L. Capt. Deakin, who was in the rear, was alone, and seeing he was badly wounded, he jumped down from his own horse on which he was riding. In view of the intense opening fire, the section was by no means able to bolt the old Kispeki, which was killed by the enemy, and L. Capt. Deakin helped him to get his horse under control by beating him off. His prompt action on each occasion enabled the whole of his section to get away with the loss of one horse only."

Preparations were all completed on the 18th for a raid at dawn the following day on Ada and Kispeki in conjunction with the Cyclists, while the Derbyshire Yeomanry were to move forward simultaneously, but late at night the orders were cancelled.

As the situation and the way the patrols was introduced by the Cyclists, the 1st A. Squadron assumed command of the force. The 1st and 2nd Troops operated in the rear, while the 3rd Troop took an offensive attitude towards the enemy. On the 19th a successful raid by the A. Squadron was made on the Cyclists on Jenimah on October 19th, and the attack on the villages of this area by the 1st, 2nd and 3rd Troops was planned for the night of the 21st-22nd. "A" and "B" Squadrons with one Squadron Derbyshire Yeomanry concentrated in Gudli West, where they left their horses, and from there marched on through Jenimah and Komaria to attack Kekarehe in conjunction with the Cyclists attacking from the north, while the Infantry was to take Ada, Etseli and Salnah. Being unopposed, the Cyclists moved on to the Regiment and the 1st A. Squadron, and the 2nd A. Squadron to find that the village of Kekarehe was empty. At half an hour past midnight the Cyclists returned to their horses back to the horses. The raid on Salnah was successful and over 100 prisoners being taken by the 1st A. Squadron.



Sketch by Lieut. F. A. Stewart.

"A" Squadron mounted raid on Jenimah, Salonica Front, led by Major Henry Bell, M.C.

With the end of the hot weather in November some good sport was enjoyed with the three packs of hounds which were started by Lieut. Leslie Melville of the 16th Corps H.Q., by Capt. Brooke of the K.O.Y.L.I., and by Lieut.-Col. Railston commanding the Scottish Horse (Yeomanry). The quality of these different packs varied considerably, the former being imported from home, while the latter was composed of every sort of Macedonian mongrel, but each one afforded good sport and a useful training in cross-country riding to certain selected N.C.O.s of the Regiment. An intensive form of troop and squadron training now commenced, and a spirit of rivalry was induced by the institution of an inter troop competition, points being given for drill, jumping, bayonets, bombing, musketry, Hotchkiss gun-team work, condition of horses and horse lines. More time was available for this now, as under the new system, and with the Deryshire Yeomanry, each squadron only did four days patrolling at a time, followed by sixteen days " resting." From November 5th to the 8th, during " B " Squadron's turn of patrolling, the enemy artillery was fairly active and the villages were usually found to be in their occupation. (Private Mountfort was wounded at Kispeki on the 5th.)

During its next turn of duty, November 25th-28th, two troops co-operated with four platoons of Cyclists and two mountain guns in operations against Kispeki on the 26th, and with the 82nd Brigade in a successful ambush in Ada on the following day. On the 28th the horses of the Regiment were inspected by the D.D.V.S. whose report was very satisfactory. On December 15th, owing to Lieut.-Col. Neilson going home on leave, Lieut.-Col. Olive assumed command of the C.M.T., Major Mirrieles (in the absence of Major Borwick on leave) command of the 16th Corps Cavalry Regiment, and Lieut. Colman command of " B " Squadron. Orders were very soon issued by the new C.M.T. Commander for combined operations against two of the four villages of Ada, Kispeki, Salmah and Kakaraska by the Corps Mounted Troops and two companies

of the 4th Rifle Brigade lent for the occasion. The scheme involved a frontal attack by the Infantry and Cyclists (after a preliminary reconnaissance by mounted patrols), and a gallop by the Yeomanry Squadrons round to the rear of the selected villages, whence a dismounted attack was to be made with the object of cutting off the enemy from their outpost line.

On December 22nd the attacking troops concentrated in Gudeli Wood and Jenimah, but as all four villages were unoccupied up till midday, the operations were postponed. The 29th was the day fixed for the second attempt, but a further postponement was made necessary by the very heavy going (due to extremely wet weather and heavy snowfalls), which would have been a serious obstacle to the galloping tactics referred to above.

On Christmas Day the usual dinner was held, a very good one this year, as through the efforts of Major Borwick and L/Corpl. Brooker the Regimental Canteen was successful in obtaining liberal supplies from the E.F.C., and on New Year's Eve a Regimental Dinner was held in the Regimental Club in Kopaci.

The pantomime season had now commenced and at various times all ranks visited and enjoyed the 28th and 27th Divisional Shows at Kopriva and Dimitric respectively.

New Year's Day of 1918 was marked by a regimental parade on which was announced the award—amongst others—of the Distinguished Conduct Medal to Sergt. Page and of the Meritorious Service Medal to R.S.M. (formerly Squadron-Sergt. Major) Rawdon. From January 3rd to the 6th the Squadron was patrolling as before, and on the 7th another horse inspection was made, this time by the D.D.R. (Brig.-Gen. Dowell), who reported favourably.

On January 16th, the 3rd anniversary of the Squadron leaving England, a dinner was held for all the original members of the Squadron who proceeded overseas with it, the number being two officers and 61 O.R. On January 19th a third



Sketch by Lieut. F. A. Stewart.

Reconnaissance of Kispeki, Salonica Front.



Sketch by Lieut. F. A. Stewart.

Reconnaissance of Kispoki, Salomea Front.

attempt was made to carry out the operations that had been abandoned on December 22nd and 29th, but again the Bulgars seemed to have got wind of the scheme and the troops were withdrawn from Gudeli Wood after all the villages were drawn blank. Two days later another attempt was made to catch the wily Bulgar. " A " and " B " Squadrons were to lie up in ambush in Salmah and Kakaraska while the 80th Brigade did the same in Ada and Kiskepi. All troops were in position by 7 a.m. but after waiting for six hours, as no enemy entered any of the villages, a withdrawal was ordered at one o'clock. From the 23rd to the 26th the Squadron was again patrolling, and on the 28th a welcome change from the usual routine was afforded by the receipt of orders to proceed to the Prisoners of War Camp, Gomonic (a four days' trek), to deal with a mutiny amongst the Turkish prisoners, who had struck work on the Light Railway that was being constructed from Guvezne to Stavros. Under the command of Lieut. Colman the Squadron marched to Lahana rest-camp for the night. The following day it proceeded to Guvezne, on the 30th to Ajvasil, and on the 31st reached Gomonic, where a camp was pitched on the hill side at the west end of and with a beautiful view over Lake Beshik. (With the return of Major Borwick from leave, Major Mirrieles was able to follow after the Squadron and to catch it up on the day of its departure from Gomonic.) Nine days were spent in this neighbourhood inducing the strikers by methods of " peaceful persuasion " to resume work at Gomonic, Langavuk and Pazarkia with highly successful results. Parades and patrols with drawn swords (only the flat of which was ever used) impressed the Turks in a way that the handful of rather decrepit old P.B. guards had quite failed to do, and by the time the Squadron left work on the narrow gauge " Decauville " was proceeding rapidly all along the line. For the trek back to Kopaci it was decided to take a different route via Mavrovo Lake and Nigrita, and to do it in two days, which entailed long treks of about twenty miles each day; the night

of the 10th the Squadron bivouacked by the shore of Lake Mavrovo, and the following day marched via Tasolukkar and the very steep water-shed of the Beshik Dag to Nigrita and so to Kopaci, making a reconnaissance on the way of the tracks between Nigrita and Suho. Unusually mild weather had set in at the end of January and it remained quite warm and very fine up to the middle of February, but on the 16th of that month there was a heavy snowfall which made the going very heavy in the plain. From the 17th to the 20th the Squadron took over the usual patrolling and the soft state of the ground did a good turn to the patrol which was out on the 18th and was very accurately shelled at Hursley Park near Salmah, several rounds burying themselves in the ground right amongst the horses without bursting.

During the month of February all Officers, N.C.O.s, Signallers, and Hotchkiss Gunners took part in staff-rides in the back area (Nigrita-Mahmudli), except when on patrol, but on the 21st these were stopped by the receipt of orders to " stand to " ready to move off at an hour's notice, a state of affairs which continued on and off till March 5th and was due to a reported Bulgar concentration and possible attack in the neighbourhood of Ahinos.

From March 9th to 12th the Squadron was again patrolling and on the 13th the staff-rides were resumed.

A " Soccer " match on March 23rd between the officers and sergeants of " B " and " A " Squadrons resulted in a win for the latter by five goals to two. On the 24th Lieut. Morford was posted to " B " Squadron and took over the 2nd Troop.

By this time the 1st Greek Division had begun to concentrate in this area, and when the Squadron's turn for patrolling came round on the 29th, some officers of the Greek Cavalry accompanied its patrols in order to become familiar with their methods and the country. On March 31st the Greek Division took over the front line redoubts from our Infantry, and on

April 15th a combined demonstration was made along the whole front from Kakaraska to Ormanli, the Greeks occupying for the day the villages of Kakaraska, Salmah, Kispeki and Ada, while on the left the British 27th and 28th Divisions occupied Jenikoj, Nevoljen, Cuculuk, Prosenik, Kumli, Barakli and Ormanli.

During April various events in the Regimental Inter-Troop Competition were judged by the Commanding Officer on different days, and the Squadron and Troop Drill on the 4th May, on which day the result was announced as follows:— First, "A" Squadron 4th Troop; Second, " B " Squadron 3rd Troop; third, " B " Squadron 1st Troop; fourth, " A " Squadron 2nd Troop; fifth, " A " Squadron 3rd Troop; sixth, " B " Squadron 4th Troop; seventh, " A " Squadron 1st Troop; eighth, " B " Squadron 2nd Troop.

In addition to the Regimental Concert Party which was run so successfully by Lieut. Druce and gave frequent performances in the Theatre in Kopaci, there was no lack, this spring, of amusements. At 16th Corps H.Q. excellent performances of " The Arabian Nights " and the " The New Boy " were given at " Coles Kop Coliseum." At Kopaci the 28th Divisional Pantomime " Bluebeard " and at Dimitric the 27th Divisional Pantomime were still playing to crowded houses, while the R.E. Postal Services Concert Party gave a very good concert in Kopaci, and a revue entitled " The Blighty Express " was given at Dimitric. In the world of sport there were frequent football matches, inter-troop, inter-squadron and inter-regimental, and on the 6th April much interest was taken in the final of the Corps Football Cup at Kilo 70, when the 2nd Cameron Highlanders defeated the Derby Yeomanry. On April 8th and 19th two point-to-point meetings were held over a good course near the Camp, the former by the 27th Division and the latter by the 16th Corps Troops in which Lieut. Parbury was 3rd and Major Mirrielees' " Jumbo " 4th in the heavyweight race.

On May 9th an open-air regimental concert was held in Camp at which were presented the inter-troop football prizes and the prizes for the swimming events of the previous summer.

The Squadron's turn for patrolling (under a new system whereby the patrols remained out from 7 a.m. to 7 p.m.) came round on April 24th to 27th, and again from May 13th to 16th, when considerable difficulties were encountered owing to the unsatisfactory nature of our liaison with the Greeks, who were holding Jenimah, and our old line of wire, also the impenetrable growth of thistles—necessitating advance in single file along narrow tracks. Nothing eventful occurred, however, until the 12th June, when Pte Denby was killed in an ambush at Salmah, and this turn of patrolling (June 11th to 14th) was, as it happened, the Squadron's last.

On June 2nd considerable excitement had been caused by the news of the successful Franco-Greek attack at Skra Di Legen with the capture of 1,700 prisoners, and it was by this time becoming plain that the morale of the enemy was not what it had been. On June 16th it was reported that they were to make an attack in strength on Prosenik; the Regiment was "standing to" that day in consequence, but nothing came of it, and it was rumoured that the Bulgars had refused to leave their trenches.

The weather was now very hot, and beyond the bombing of Cerpista on June 28th by an enemy aeroplane and the shelling of Gudeli Bridge on July 6th nothing occurred to disturb the lazy existence of the dog days, when all energies seemed to be devoted to the acquisition of mosquito-proof bivouacs and fly-proof cook-houses.

At the beginning of July it became known that the 27th Division was to make a move to the Doiran front, and on the 13th the Derbyshire Yeomanry left their camp, where they had been our near neighbours for close on a year, for the same destination.



Sketches of Local Life, Plate 1. 1907. — Pinned observing Salmon from S. G. (1907). — Pinned observing Salmon from S. G. (1907).

The 27th Battalion's first Regimental concert was held in the open field where we had the inter-troop football prizes and trophies from the sporting events of the previous year.

Our first patrol was sent out patrolling under a new system which was to be in force from 7 a.m. to 7 p.m. and came round the line on the 7th and again from May 13th to 16th, when our usual difficulties were encountered owing to the unusual rocky nature of our liaison with the Greeks, who were holding Janina, and our old line of wire, also the impediment of growth of thistles—necessitating advance in single file along narrow tracks. Nothing eventful occurred, however, until the 12th July, when Pte. Derby was killed by a bullet wound at Saboun, and this turn of patrolling was the last that was sent out, the Squadron's last.

The first of our casualties had been caused by a Greek attack on the 1st of May, a Greek attack at Skra Pi on the 12th, and a Greek attack on the 13th. It was by this time that we had learned that the line of the enemy was not what it had been, and that they were to be expected to move on to the north. The Regiment was to move on to the north on the 14th, but nothing came of it, and we were informed that the Bulgars had refused to leave their trenches.

The weather was now very hot, and beyond the bombing of Chalka on June 23rd by an enemy aeroplane and the shelling of Gluedi Bridge on July 6th nothing occurred to disturb the existence of the dig days, when all energies seemed to be directed to the acquisition of mosquito-proof bivouacs and the construction of cool-houses.

At the beginning of July it became known that the 27th Battalion was to move on to the Doiran front, and on the 14th the Derbyshire Yeomanry left their camp, where they had been our near neighbours for close on a year, for the same destination.



Sketch by Lieut. F. A. Stewart.

Patrol observing Salmah from "Gloucester Post," Salonica Front.

The Regiment, however, was not destined to remain long after them at Kopaci, for on the 15th, a day of tremendous hail and thunderstorms, advance parties left to prepare a new camp near Hadzi Bajramli, and on the evening of the 18th the rest of the Regiment marched via Lahana to this camp where the horses were finally got into the lines by two o'clock the following morning.

High up and pleasantly situated on the southern spur of the Krusa Balkan range, in undulating country with a fair number of shady trees, much relief was felt here on leaving the plain where everyone had become thoroughly " stale." The only disadvantage as compared with Kopaci was the difficulty experienced in digging in the hard sun-baked clay soil and in keeping the horse lines taut. After a week or so spent in settling down a scheme of intensive individual training was brought out, at which all ranks were hard at work by the beginning of August. This training consisted chiefly of riding-school, musketry (including shooting on the range), and sword and bayonet exercise, and continued with unabated vigour for the greater part of the month.

During August several tactical demonstrations were given in the vicinity of the Camp by the 83rd Brigade, in whose area the Regiment found itself, and on the 7th an unfortunate incident occurred. Frightened by an explosion during one of these shows, all the horses of the Regiment stampeded while turned out to graze, and though search parties which scoured the surrounding country far and wide succeeded in bringing in most of them, there were 28 still missing that night. All, however, found their own way back to the lines next day with the exception of one which had been killed.

On the 11th great interest and excitement was caused by the splendid news of the big offensive in France, and it was not long before a general impression was abroad of " something doing " in our own theatre of war. A visit paid to the Camp by the Corps Commander was immediately followed by the

practising of a scheme propounded by him of galloping ridges with Hotchkiss guns in support of Scouts, and by regimental route marches in full marching order with all pack transport.

During the month of August 2nd Lieut. Newton and several O.R.s proceeded to U.K. on leave, and various O.R.s for attachment to officer cadet units. The health of the Squadron was very good until the last week of the month when there were several cases of influenza.

The actual move came on September 10th. Waiting until the cool of the evening the Regiment marched from Camp at 6 o'clock, and following the Mirova track, reached Sirt Dere at Svendikli in three and a half hours' time, but owing to the difficulty of watering the horses another two hours was spent before the lines were down and bivouacs ready for the night.

The next day was extremely hot and there was nothing to be done but wait on an absolutely shadeless hillside for the evening march. This took place at 6 o'clock, and trekking through Kurkut the Regiment reached the Spank river in the neighbourhood of Gramatna at nine where horse lines were put down in the sandy river bed. Here the Regiment stayed for four days, the extreme heat being broken on the 13th by a strong Vardar wind which blew all day but fell again at night. The rôle that the Regiment was to play in the coming offensive now became known, as orders were received at all hours of the day concerning the operations at Doiran, and the projected attack of the Regiment on Visoka Cuka,* the highest point at the extreme west end of the Beles range where the frontiers of Greece, Serbia and Bulgaria all meet. Maps and aeroplane photographs of the terrain were eagerly studied, and with the object of travelling as light as possible great coats and mackintoshes were discarded while pack transport was substituted for all limbers.

At 6 p.m. on the 15th the Regiment marched with the 3rd

* See map

Greek Cavalry Regiment (which had been camped near by, and was to co-operate with it) to Ismaili where it bivouacked alongside the 12th and 16th Corps Cyclists and the 3rd Highland Mountain Artillery Brigade.

The next two days were spent in making final preparations for the attack, and at 5 a.m. on the 18th the Regiment marched with the Greek Cavalry down the steep track that led to the Doiran plain. En route a weird and memorable sight was witnessed. The Artillery bombardment of the Bulgarian positions beyond the lake which ushered in the second battle of Doiran had reached its climax. The whole sky was continuously lit up by the flashes which were mirrored in the quiet waters of the lake below, and as day broke and the sky changed from grey to green and from green to pink the bombardment died down to be followed by the distant chatter of rifle and machine-gun fire, and the opening of the Bulgar guns, as the 22nd Division and the Greek " Seres " Division made their heroic but unsuccessful assault on " Pip Ridge " and the two " Couronnes." Nearer at hand, to the north east of the lake, was taking place the attack of the Greek Cretan Division on the Blaga Planina, but as this was intended to be essentially a "surprise " attack no preliminary bombardment was possible here. By the time the Regiment had got down to Surlovo (with orders to follow up the Cretan attack, and, if that was successful, to go through and make for Visoka Cuka) and hidden itself, with the Greek Cavalry, in a mulberry orchard known as Kennington Wood a mile or so north of that village, the Cretan Division had successfully rushed the enemy outpost line and taken the strongly held village of Akindzali. The attack on the main Bulgar line on the Blaga Plainina was held up, however, by machine-gun fire and by heavy shelling from the top of the Belashitza Ridge, while through an unfortunate misunderstanding the 28th Divisional Artillery, which was to have followed up the Cretans as closely as possible, was two hours late in starting, so that the Infantry did not receive the

necessary support. Throughout the day the valley was thick with smoke from the grass fires which were burning fiercely, and two officers' patrols were sent out from the Regiment to keep in touch with the attacking infantry and send back information. In the afternoon it was obvious that the attack had failed. Towards dusk the fighting died down and the Cretans were withdrawn behind the 28th Division which took up a defensive line at Cakli-Akindzali.

That night and all the next day was spent in the orchard, Lieut. Colman taking out a contact patrol on the 19th. In the afternoon, while the horses were being watered in Surlovo, they were shelled by a long-range gun which must have been at least seven miles distant, but no harm was done, and at 9 p.m., acting on orders received from the Corps, the Regiment marched back to Ismailli, where it bivouacked for the night and two succeeding days, waiting for orders either to move forwards or back. The amenities of the camp were not improved by the presence of a Cretan Brigade which bivouacked near by, and the weather was extremely hot, but at 6 p.m. on the 21st the great news was received of the Bulgarian retirement all along the line from Monastir to Doiran, and a couple of hours later the Regiment moved down again to Kennington Wood.

On the 22nd three troops of " A " Squadron did a reconnaissance of Akindzali and towards Durbali and Nikolic to find out the situation along the foothills of the Blaga Planina. They were heavily shelled from the hills and drew rifle fire from the Bulgar trench line which indicated that the Blaga Planina line was still held. During the night orders were received to proceed in the morning via Doiran town to Kara Oglular on the west side of the lake and to come under the orders of the 22nd Division (12th Corps). At 5.30 a.m. the Regiment marched off, and halting at Doiran station everyone had a glorious bathe in the Lake while the horses were being watered. This was the first time that one felt clean for over a week, and it was strange to reflect that only a couple of days before one

would have been heartily shelled if seen even much further back than here. Crossing the Serbian frontier the Regiment soon passed through Doiran town picturesquely situated on the shore of the Lake but knocked to pieces by our guns, and a double line of trenches which afforded every indication of having been hastily evacuated. After passing the Grand Couronne on the left the Regiment was calmly marching along the road in column of route when it was shelled from a northerly direction and compelled to take cover in a ravine where it found the York and Lancaster Regiment halted. From here it trekked on through the hills to Kara Oglular in pursuance of orders, though it seemed that the village was very far forward to be sent to in broad daylight. No sooner did it reach Kara Oglular than it was again greeted by Bulgar shells from a mountain battery, but the shooting was poor and no damage was done. It now being evident that there must be some mistake in our being sent here the Adjutant paid a visit to 22nd Divisional H.Q., and after halting for a time in cover the Regiment marched back to the gully where it had previously halted and bivouacked for the night alongside the York and Lancs. transport. It was not, however, to have much rest that night, for orders were received on September 24th from the 22nd Division to march at dawn for operations (under orders of the 65th Brigade) against the Blaga Planina. Reveille was at 2.30, and at 5 o'clock the Regiment moved off round the north west shore of the Lake and up into the hills by a very steep track leading from the north of the Lake over the Blaga Planina and eventually zigzagging up to Visoka Cuka.

After passing through the infantry (Y. & L.) outposts line " B " Squadron did advance guard as far as the cross-roads known as Zeus Junction without any untoward happening, but on proceeding beyond that point the Squadron was heavily shelled from Visoka Cuka (one man being wounded and three horses killed and four wounded), and it became impossible to continue further mounted in full view of the enemy and along

a narrow road. The horses were therefore handed over to the horse holders and the Squadron proceeded on foot for another mile as far as Asser Junction where it halted for an hour or so, awaiting further orders. When these arrived they were to the effect that the Squadron was to go on to Ridge Loop, another two miles. In order to avoid observation, two troops pushed on as best they could for three hours through the thick scrub on either side of the road, up and down the steepest of ravines, until all could be collected and an outpost line taken up from the Catapult to Ridge Loop. Everyone was by this time absolutely " done in " by the extreme heat and the weight of equipment, Hotchkiss guns and ammunition having been carried as well. Having lost the signallers and their flags on the way it was impossible to call up the Infantry at Asser Junction for further orders, so it was decided to make preparations for defence and hold the line for the night. Fortunately a spring of good water was found, but there were no rations in hand for the next day. At eight o'clock it was with some surprise that " A " Squadron was seen marching along the road to Ridge Loop, and after announcing that they had orders to go on to Visoka Cuka they proceeded on their weary way, " B " Squadron wishing them bon voyage and remaining to cover them. Not long afterwards, however, they were seen to be returning as they were unable to proceed any further, and after getting up the led horses from Asser Junction the whole Regiment rode back to the Lake again. It was not until one o'clock that the horses were got into the lines and everyone lay down on the ground to sleep, thoroughly tired out, not knowing what the morrow would require of him.

On September 25th any hope that may have been entertained of a quiet day was rudely dispelled at six o'clock in the morning by the receipt of orders to march at seven and support the 9th K.O. Royal Lancasters, 8th South Wales Borderers and 9th East Lancs. (65th Brigade) in the attack on Visoka Cuka. This was rather short notice, so that even moving off

without watering the horses, and without any breakfast the Regiment was behind time when it reached Zeus Junction at 9.30. Here it was met by a Staff Officer of the 22nd Division who explained the day's operations in which the Regiment was to support the left of the Infantry in the attack, proceeding, as first bound, at 10 o'clock to Ridge Loop. It being obvious from the experience of the previous day that this stretch of road, off which it was impossible to take horses, would be heavily shelled, it was decided, that the Regiment should do the three miles at the gallop with 200 yards interval between troops, and that each troop on reaching Ridge Loop should find what cover from view it could, an officer and a few other ranks being sent on in advance to reconnoitre for cover and as far as possible inform each troop as it arrived. The Infantry had already fairly heavy casualties and their wounded were coming in to Zeus Junction, when the Regiment started off with "A" Squadron leading. Immediately the enemy guns on Visoka Cuka put down a barrage all along the road and it seemed as if very heavy losses must be incurred. The horses, however, behaved magnificently and troops managed roughly to keep their intervals whereby the target offered to the gunners was minimised. The gallop lasted for some ten to fifteen minutes, and as each troop reached Ridge Loop it turned off the road to the left and down the hill where it halted in cover from view. The Regiment then re-formed and the roll was called. " B " Squadron was found to have five men wounded and several missing (who subsequently rejoined), three horses killed, four wounded and five missing. The total casualties for the Regiment were two men killed and fourteen wounded; horses eight killed, twenty-seven wounded and twelve missing; three Hotchkiss guns lost. At Ridge Loop touch was obtained with the 9th East Lancs. who had only 150 men left and the South Wales Borderers, whose advance was held up by shell fire, and in reply to a message sent to the 65th Brigade the Regiment was ordered to remain in cover for the time being; here the

Regiment remained for several hours, expecting momentarily to have to make a dismounted attack on Visoka Cuka, but eventually orders were received to return to the Lake after dark, the attack apparently being a failure. At 7.30 the Regiment marched back, with all due precautions against being seen or heard, and reached its bivouack at 11 o'clock. The next three days (September 26th-29th) was spent in counting and as far as possible making up deficiencies, cleaning up and resting men and horses, the latter having miserably fallen off in condition with continuous hard work and many of them being lame. The weather was extremely hot, the camp very dusty and entirely devoid of any shade, but some relief was obtained through bathing in the Lake.

On the 28th considerable excitement was caused by rumours of Bulgarian officers being seen motoring through the lines under a flag of truce, and at three o'clock in the afternoon orders were received to proceed to Strumnitza and report to 16th Corps. At 5 p.m. the Regiment marched via Masauli and Dedeli. The road was much blocked with transport and the dust was appalling, but after a long delay near Cestovo it finally bivouacked for the night at 11 p.m. in a field where there were too many dead horses to be pleasant. The march to Strumnitza was resumed the following morning up the steep Kosturino Pass, and the Bulgarian frontier crossed just before entering the village of Kosturino. At Cestovo (which had been their railhead) an enormous amount of material had been abandoned by the Bulgars, and from here onwards there was abundant evidence of the retreat of the enemy. Guns, rifles, ammunition, motor cars and lorries, searchlights, clothing, equipment and saddlery were jettisoned by the roadside, and the stench of dead horses, mules and water buffaloes was unbearable. Apart from being incidental to a disordered retreat this was more particularly due to the very effective bombing raids by our aeroplanes which caught the retreating Bulgars on the steep road through the pass and gave them no rest.

After a long dusty trek along a road congested with a continual double stream of traffic of all sorts the Regiment reached Strumnitza at 6 p.m. and bivouacked just to the west of the town in a delightfully green shady spot with plenty of water and clover fields for grazing the horses. This valley appeared to be extraordinarily fertile and very pleasant after the bare hills and the dust of the Doiran side. Vegetables and flowers were plentiful, the whole district apparently being devoted to the market gardening industry, and everything had been cultivated up to the very last by the native population, many of whom were still there.

It was evident that the Bulgars were now at the end of their tether, their troops disorganised, throwing away their arms and getting back to their farms, so that it was with no great surprise that on September 30th news was received that hostilities were to cease at noon, and there was to be no further movement of the troops. The Bulgarian Commander-in-Chief had been to Salonica to discuss terms of peace and this was evidently the result. Was it to be peace or only an armistice? The answer was forthcoming the following day—unconditional surrender and definitely peace. Now, at last, the same idea must have occurred to every member of the Salonica Army, that this was indeed the beginning of the end, an idea which was subsequently fully borne out by both Ludendorff and Hindenburg. The former, in his " War Memories " refers to " the events that, from September 15th onwards, took place on the Bulgarian front and sealed the fate of the Quadruple Alliance." " It very soon became clear," he says, " that from Bulgaria nothing more was to be expected. The position in the field could only become decidedly worse; therefore, in this situation I felt incumbent upon me the heavy responsibility of hastening the end of the War and of promoting decisive action on the part of the Government."

Together with the words of Hindenburg, when writing of the Bulgarian collapse, " It is no longer possible for us to

resist; we must ask for an armistice." No better justification of its long drawn out labours, no higher tribute to its ultimate success could be desired by the British Salonica Force.

On this day the 30th, the Regiment came under the orders of the 16th Corps again and was ordered to remain in camp and refit as far as possible.

The only fly in the ointment was that there was now to be no more commandeering of hay and vegetables from the inhabitants. They could still, however, be obtained on payment and both men and horses benefited largely therefrom during the five days spent at Strumnitza. On October 5th the Regiment marched to Borihovo to join the Derbyshire Yeomanry and came again under the orders of Col. Neilson. The weather which had been very hot and dry for so long, now broke and everyone got wet through on the march, but good billets were found at a farm and wet clothes were dried at large fires lit in the yard. Here the men of the Derbyshire Yeomanry who had been attached to us for over a year rejoined their Regiment and Major Borwick and Lieut. Openshaw went to hospital. The next day the Regiment marched 24 miles, with the Derbyshire Yeomanry to a point two miles west of Petric and arrived there in pouring rain at 5 p.m. Having no mackintoshes, bivouac-sheets or ground sheets (these having been discarded at the Spank River some weeks ago with the object of marching as light as possible in the attack on Visoka Cuka), there was nothing to be done but make the best of it on the sodden ground for the night. Orders were then received for the column (Surrey and Derby Yeomanries) to act as advance guard to Corps H.Q. and 26th Division. Two days were spent here in the rain, enlivened by a visit from General Briggs, who promised bivouac-sheets and reinforcements, and on the 9th the Regiment separated again from the Derby's and marched 11 miles to billets at Orman. On the way through Petric thousands of disarmed Bulgars were passed, and the

river of Struma was crossed by the bridge near Livunovo in the heaviest downpour of rain that any members of the Regiments had probably been experienced.

On the following day (October 10th) there was only a short march of four miles on to St. Vrac, the late Headquarters of the 2nd Bulgarian Army, where there were several very good billets to be had, but unfortunately these were already taken by the 16th Corps Headquarters, and the Regiment had to go into old Bulgar huts, which, though extremely dirty and verminous, were at any rate dry. Hay and vegetables were obtained through some Bulgarian Officers who were very friendly and helpful.

The next day the weather changed for the better, becoming bright and warm, and at 5 p.m. most unexpected orders came to march back to Orljak, thus putting an end to our dreams of marching to Sofia. An hour later the Regiment was on the move again and marched as far as Marianopolje (ten miles) that night, the 2nd line transport going on to Petric to draw rations for the next day.

Early next morning, October 12th, Major Borwick rejoined from hospital bringing with him in a motor lorry two days' rations, which were very welcome, as supplies were running short; at 1.30 p.m. the march was resumed down the Struma valley, crossing the new Bulgarian-Greek frontier at Kula and through the Rupel Pass to Demirhissar Station where the Regiment bivouacked for the night after a march of about fifteen miles.

On the 13th the Regiment proceeded through Demirhissar, Prosenik and Nevoljen to Orljak, a hot wearisome march of eighteen miles, but interesting going through the villages on the plain that we used to patrol in earlier days. Here again we came under the orders of Col. Neilson, and heard various rumours of the German evacuations of conquered territories and acceptance of President Wilson's " terms," also that Turkey had made peace, but the latter seemed hardly compatible

with our marching to Kavala and on to Turkey which was now understood to be our move.

Two days were spent at Orljak resting and refitting (the Squadron strength being down to 70 and very short of horses), and on the 15th the Regiment marched fifteen miles via Dimitric to the hot springs between Nigrita and Humkos, where Col. Olive rejoined from leave and resumed command.

On October 17th the march was resumed to Neo Hori (twenty-two miles); on the 18th to Orfano (eight miles); on the 19th through the rich tobacco growing Pravi valley to Pravista (nineteen miles); and on the 20th to Kavala (thirteen miles) where the Regiment camped on the sea shore a mile to the east of the town. A start was made with clipping the horses as the weather was now very hot again, and a day's rest and the sea bathing was much enjoyed by all.

On October 22nd the Regiment proceeded to Sarisaban (seventeen miles) a large village with a number of Greek troops billeted in it where Greek money was changed to Bulgarian. On the 23rd to a camp two miles beyond Xanthi (seventeen miles), crossing the Mesta River (frontier between Greece and Bulgaria) soon after leaving Sarisaban; on the 24th to Melekli, a long tiring trek of twenty miles through flat, uninteresting country; on the 25th to a point three miles beyond Demirbejli Station (sixteen miles), passing through Gumuldzina, a large, prosperous looking town, where there were some French troops and the Bulgarian demobilisation was in full swing. There was a heavy thunder and rain storm that night but it cleared up the next morning and the Regiment marched on over the hills, through some fine country to Makri (seventeen miles), where it camped in the olive groves overlooking the sea with beautiful views across to Samothrace and Gallipoli. Here we would willingly have spent a few days, and expected at first to do so, but received orders to proceed to Dedeagatch the following day (27th), and marched the ten miles to a camp at Bodoma three miles north of the town,



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without marching to Kavala and on to Turkey which was not authorized to our command.

Two days were spent in Orduh resting and refitting the equipment and then we went down to the coast and very short of horses, pulled our baggage and equipment and marched fifteen miles via Dendro to a small town between Nigritia and Florina, where Colonel Gough took command and reformed command.

On the 11th our march was resumed to Neo Muri where we arrived on the 18th, a distance of twenty-eight miles; on the 19th we marched through a vine growing valley to Pivaria (quintessentially) and on the 20th to Kavala (thirteen miles) where the Regiment camped on the sea shore a mile to the east of the town. A stay was made with clipping the hair and shaving which was necessary but again, and a day's rest and a day's work were enjoyed by all.

On the 21st the Regiment proceeded to Sarisabani where we were met by a number of Greek soldiers and a number of Bulgarian soldiers was changed to Bulgar. On the 22nd we marched to a small town six miles beyond Xanthi and on the 23rd we reached a River (frontier line).

On the 24th we marched to Sarisabani on the 25th to a small town or village or tick of twenty miles through flat, open, rolling country. On the 26th to a point thirty miles beyond Kumbelli Kumbeli (sixteen miles), crossing through Goussiatina, a large, prominent looking town, where there were some French troops and the Bulgarian demobilisation was in full swing. There was a heavy thunder and rain storm that night but it cleared up the next morning and the Regiment marched on a road through some fine country to Makri Kumbeli where we camped in the olive groves overlooking the sea. On the 28th we marched across to Samothrace and on the 29th we were in the town where we spent a few days, and on the 30th we received orders to proceed to Thessalonica (the following day) and marched the ten miles to a camp at Bodones, three miles north of the town.



Sketch by Lieut. F. A. Stewart.

Dispatching the evening pigeon-post at the end of day's patrol, Salonica Front.

situated in pleasant country rather like an English Common with numerous oak and chestnut trees. Here the Regiment rested for 5 days which would have been pleasantly spent had it not been for the very wet weather which flooded the camp and the proximity of Bulgar troops, who, in addition to not being cleanly in their habits, evinced a remarkable aptitude for "pinching" rations and equipment.

Owing to reduced numbers it was now decided, in the event of operations, to amalgamate " A " and " B " Squadrons into one composite squadron, and on the arrival of the Lothian and Border Horse, a Mounted Brigade was formed of this Regiment and the Surrey and Derby Yeomanries under Brigadier General Neilson. On October 31st news was received of the Turkish Armistice and on November 2nd of the revolution in Austria. On the latter day the Brigade marched on some ten miles to the east of Dedeagatch and settled down in camp at Hija hot springs, where it remained for a fortnight, hearing on November 5th that Austria, and on the 11th that Germany, had accepted the Armistice terms. The camp was well situated on an open hill side some three miles from the sea, and the weather was fine but cold. Twelve horses were cast and the squadron strength was reduced to 73 O.R. and 85 horses, the capitulation of Turkey and the Central Powers having now rendered the further move of troops on Constantinople unnecessary.

CHAPTER V.

" A " and " B " SQUADRONS IN SALONICA, 1915-18.

THE RUPEL PASS EPISODE.

THE incident of the " B " squadron patrol into the Rupel Pass has much historical interest in that it illustrates the difficulties and perplexities of the relations between the Allies and the Greek Army, which culminated during the Summer of 1916, as mentioned in a previous chapter.

" B " squadron was at that time in bivouac at Orljak, and was under the direct orders of, and reporting to, G.H.Q. Salonica. Orders were to patrol to Struma Valley, and the mountains to the North of it, as far as the outpost lines of the Greek Army, which extended along the Belashitza Planina and the mountains due North of Demihissar and Seres.

The patrols reported that the Struma Valley was very rich in grain and flocks and herds, and it was obvious that an incursion of enemy troops into the Struma Valley would be rewarded with the easy capture of immense stores of food, a factor of primary importance to the enemy. O.C. " B " squadron reported accordingly to G.H.Q., and twice requested instructions to clear the Valley. These requests were acknowledged, but never answered. The explanation, no doubt, was the strained relations existing between G.H.Q. (and possibly London), and Athens. The French, however, were not hampered by the same consideration, and O.C. " B " squadron was sent for by the G.O.C. of the neighbouring French Colonial Division and asked if he could assist the French in

driving the cattle off the plains and to the South of the Struma. As he had general instructions to co-operate with the French, he at once agreed, and on June 3rd sent Lieut. Aston and his troop on a cattle raiding expedition across the Struma. At Orljak Lieut. Aston and his party was held up by a Greek Company Commander, who said he had definite orders to resist the driving of the cattle across the bridge. This Greek officer, however, was on friendly terms with the Surrey Yeomanry, and begged Lieut. Aston not to push him to extreme measures. They arrived at an agreement to stand fast for further authoritative orders. These were sent from G.H.Q. Salonica to the effect that the cattle were to be left alone, and no further action was to be taken. Eventually the Bulgarian Army looted the lot!

Meanwhile O.C. "B" squadron conceived it to be his duty to keep in touch, as much as possible, with the Greek troops—learn their dispositions, and report on their *sympathy* or otherwise to the Allies. Accordingly he paid a call on General Bairas, the G.O.C. at Seres, and invited Mr. Herd, British Consul there, to accompany him and act as interpreter. It was at once apparent where the "sympathies" of General Bairas lay. He was brusque and rude to his visitors, and when asked if he proposed to hold his lines if attacked by the Bulgarians, he told them the Allies had better do it themselves, but that he supposed their *nerve* for open fighting had been sapped by trench fighting in France. This he burlesqued by bobbing up and down behind his desk. It was learned subsequently that he had been already receiving German Staff Officers. Eventually he joined the Greek Corps which went over to the enemy.

O.C. "B" squadron next took a strong patrol and Lieut. La Fontaine to interpret, to call on Col. Christodoulos O.C. Demihissar. It was arranged that the conversation should be carried on in French, and that Lieut. La Fontaine should pretend that he did not speak Greek, so that anything they said in Greek should be considered afterwards. Major Borwick and Lieut. La Fontaine were received in a most friendly manner and

regaled with coffee and sweets by Col. Christodoulos, and it was at once apparent that he was on the side of the Allies. But he was joined by Major Mavroudis, his second in Command, who was, however, apparently hostile. After the usual palaver, Major Borwick asked Col. Christodoulos if he would allow him to go up to his outpost lines to look over into the Strumnitza Valley and get a long range idea of the Bulgarian Dispositions! Lieut. La Fontaine then listened to a conversation in Greek from which he gathered that Col. Christodoulos was quite willing, but that Major Mavroudis was raising every possible objection, and when Major Mavroudis was overruled eventually, he begged that Major Borwick might be allowed to go without an interpreter and with a guide ordered to tell nothing. In the end, Col. Christodoulos very kindly invited Major Borwick and Lieut. La Fontaine to ride over two days later, stay the night as his guests at the Officers' Club in Demihissar and go up to the outposts on the following day.

From this point Major Borwick must be allowed to tell his own tale. Says he:—

“ When La Fontaine and I and a patrol of six or eight men, and a baggage and ration mule, arrived in Demihissar, we found a nice clean place for the men to bivouac just outside the club, into which we went. An officer explained that Col. Christodoulos hoped we would excuse him not receiving us himself as he was very busy, but he hoped we would be comfortable, and had arranged for a guide to meet us at Demihissar bridge the next morning at 9. To us the Demihissar bridge always meant the railway bridge across the Struma at the South end of the Rupel Pass, which had been destroyed some months earlier by the French. So to this bridge we went, but found no signs of a guide. Possibly Col. Christodoulos had meant a small bridge across a stream in Demihissar, but that we did not guess till afterwards.

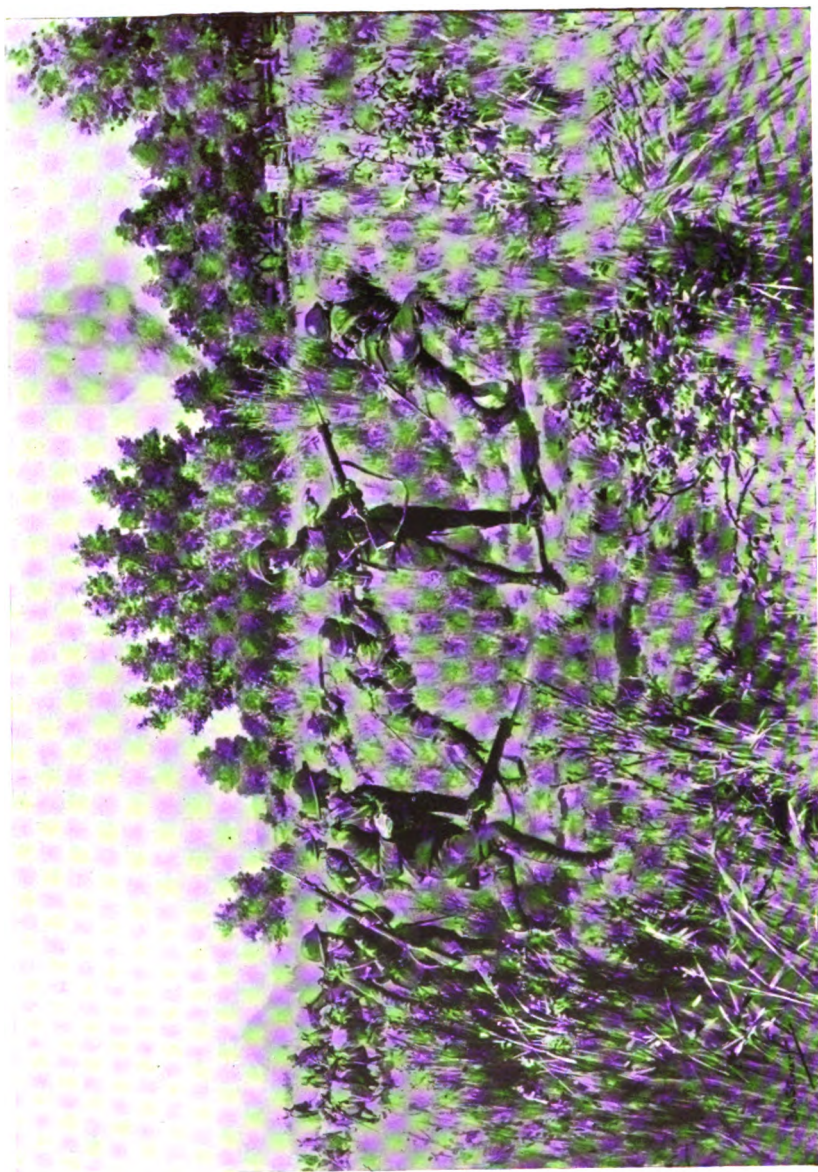
“ I was most unwilling to miss a chance, so decided to push up the Rupel Pass as far as I could, and see what was going on

in it. We met a few Greek soldiers, but nobody of importance, nor anybody who interfered with us till we got to *Rupel Fort*. There we were stopped by a strong Greek picket from a company of infantry in the so-called Fort. It was actually a mud house, built for a police post or a customs house. I told La Fontaine to ask who was in command of their section of the line, and to my intense disgust was told Major Mavroudis! While this was going on, a patrol of two men came in and told us that the Bulgarians and Germans were coming down the Pass. The position of two British officers and six men was obviously precarious. I did not know if the Greeks would fight, or join the enemy. If they had decided to do the latter, Mavroudis would be delighted, I was sure, to make a present of us to the Bulgars. My line of retreat down the Pass was the road with the river on one side, and the rocky hills impossible for horses on the other, and we were 18 or 20 miles from support. One machine gun behind us would be quite enough to dispose of us. I decided that the sooner we were out of that Pass the better, and out we went as hard as we could go.

“ Once clear of the Pass and in the open plains, I felt better. At the mouth of the Pass we met Col. Christodoulos and an Infantry battalion marching hot foot into the Pass. He told me he was going up to fight the Germans, and he was certainly going so fast that his men were straggling all down the road. I decided to ride back to Demihissar, report and await events. I wrote to Capt. Mirrieles (‘ B ’ Squadron)—‘ Greeks tell me Bulgars advancing through Rupel Pass. Inform G.H.Q. immediately, and recall our other patrol.’ This I sent off by one of the men and told him not to spare his horse. He got back quickly and well. Our report reached G.H.Q. just after a telegram from Mr. Herd in Seres to the same effect. Meanwhile we anxiously waited in Demihissar expecting every moment to hear firing from the Pass. But nothing could be heard and nothing happened till just after dark Col. Christodoulos and his men

marched in. He sent for La Fontaine and me and taking us out of sight and hearing of everyone, he said ' Please don't tell any one, especially my officers that I have told you, but the Bulgars are in the Pass, and though they have halted, I am sure that they will soon advance again. Tell your G.H.Q.'

" I decided to remain to keep in touch with events, but just about midnight Col. Christodoulos sent me a message: ' The Bulgars are advancing on the town. I have not warned the civilian population, if you want to get out, go *now!* ' We saddled up at once, and just as we moved off, every dog in the town started barking. I concluded the enemy vanguard was coming in, and we went out of Demihissar at full gallop. It was over two years before British troops were in Demihissar again."



Sketch by Lieut. F. A. Stewart.
Dismounted for action during the attack on Barakli-Dzuma, Salonica Front.

CHAPTER VI.

THE BATTLE OF KOPRIVNA, 1914.

1914.

1914.

1914.

Koprivna was nearly so large as the city of Koprivna. In the day of the battle, the city was nearly so large as the city of Koprivna.

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1914.

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The city of Koprivna was nearly so large as the city of Koprivna. In the day of the battle, the city was nearly so large as the city of Koprivna.



Stichting L. F. A. - 1998

b_{SM} , noted for acetone, the attack of B_2O_3 on SiO_2 and Al_2O_3 is front

CHAPTER VI.

“ B ” SQUADRON AT THE CAPTURE OF BARAKLI-DZUMA.

MAJOR G. O. BORWICK, late O.C. “ B ” squadron, gives the following interesting additional facts :—
“ As I was present personally in all the events which culminated in the capture of Barakli-Dzuma, I shall write the story in the first person. (For brevity B.D. will mean Barakli-Dzuma.) ”

“ B.D. was a very ordinary Greek village in the Struma valley. It stood on the flat plain about one-third of the way from Kopriva to Demihissar. Not so large as the latter town, nor nearly so large as Seres, it probably contained 1,000 inhabitants. In the days before the Bulgars crossed the Greek frontier, our patrols frequently passed through it; there were shops of a sort, drinks of a sort, and for a short time we found that potatoes could be bought there. They were the only potatoes we got for three years.

When the Bulgar invasion came over the Belashitza Planina and through the Rupel Pass, B.D. fell into their hands.

Being in the area of operations of the 28th Division, the town interested immensely the G.O.C. and his staff, and our patrols were frequently pushed out towards it. They were fired at invariably, and anything like a near approach was impossible.

After some time the interest of the Divisional Staff in B.D. increased, and they ordered a reconnaissance of Surrey Yeomanry, with a view to estimating the enemy strength in the town. It so happened that at that time “ B ” squadron officers’

mess was in a bad state of repair, and owing to malaria and septic sores, I was taking out the patrol myself. I took the patrol to Ormanli, and making that our starting point I pushed out three pairs in the direction of Dolap Cifdl, Gipsy Encampment, and the minaret at the south end of the town. The men carried out my orders extremely well, and got to within about 200 yards of their objectives, when they were received with a heavy burst of fire from rifles and machine-guns. As usual the Bulgars had not held their fire, and also probably, as usual, had fired high. Anyhow, we got off without a casualty.

I reported at once to 28th Division that I estimated enemy strength in B.D. as 300 men and 10 machine-guns. My report was acknowledged, and I was told that a company of King's Own Yorkshire Light Infantry would be sent out to me immediately, and that on their arrival, I was to arrange a combined cavalry and infantry reconnaissance to substantiate my first report.

About 2 p.m. the infantry arrived under the command of Capt. the Hon. H. Law. As he was not acquainted with that part of the country, I took him to the top of the Ormanli minaret, and the stairs inside a minaret are not constructed for rather big British officers in their fighting equipment. However, having reached the top I pointed out to him the lie of the land, told him what we had already learned, and suggested that as we had obviously a rather nasty job in hand, which would not improve as time went on, we should start at once. To this he readily agreed. Our plan of operations was as follows. The infantry were to take the shortest route from Ormanli to B.D. From the Bulgar operative posts they would be visible from the moment they left Ormanli by whatever route they approached their objective, the Bulgars had the inner lines, and could easily move inside the town to meet them wherever they pushed in. So we decided the shortest route was best, for the infantry. The Yeomanry could move at a gallop, and so their thrust could not be quite so easily met. I decided that

that thrust should be made towards the west side of the town, and wide of the left flank of the infantry. This plan would enable us to test the defences of the town in a section that we had not tried before, and by attacking at some half-mile distance from the infantry, we hoped that the double attack might confuse the defenders. My last words to Law before he started were to the effect that he should not advance far enough to get tied down by fire, and unable to break away, when he wanted to do so. In advance and retirement the Yeomanry were to take time from the infantry. Law and his men started, did their job to perfection, and eventually got back with two men wounded, but that is an incident in the history of the K.O.Y.L.I.

Having given Law what I considered to be sufficient start I took our men out at the north end of Ormanli at the gallop. Now my most pressing problem was what to do with the horses, when we dismounted to use the rifles and press in our attack, as I had decided that we must do. The approaches to the town on the west were absolutely flat, and would not afford cover for a sheep. But running into the north end of Ormanli was a river bed, not dry, but the water was not deep enough to check us, and its general course was roughly parallel with the west side of B.D., and perhaps 800 yards from it. And it offered cover for led horses. With two men out in front we galloped up the river bed until just as I was beginning to think we had gone far enough I spotted an old Bulgar trench running in exactly the direction I wanted to go.

I halted, called in the two men doing van guard, and dismounted the troop.

Leaving a couple of men out to guard the led horses, we started up the trench.

I had not a notion if we should find the trench occupied or not, but the ground was open on either side of it, and I did not think anyone could work round behind us unseen, and get between us and the horses. If we met an enemy post we could

R

fight or retire. We didn't meet anyone. I had a man in front with a fixed bayonet. I followed just behind him with my revolver ready, and the remainder followed me. When we had gone about 300 yards up the trench I found a bank at right angles to the trench which offered good cover. We crawled out of the trench, lay down behind it, and though we could not see a soul, I ordered the men to open fire on the edge of the village to stir things up a bit.

Meanwhile I could hear Law and his K.O.Y.L.I. cracking away on our right.

As soon as we began to fire, we drew a singularly well-directed reply. Bullets whined just overhead or flopped into our faithful bank. I could not make out where they were coming from or see anyone, and every time I looked up somebody had a shot at me, three times he hit the bank in front of me just as I ducked. We knew at any rate that that section was held, and well prepared. When I heard the firing on my right dying away, I ordered the men back to the horses. I didn't like the idea of going back the way we had come, so I extended the troop on the far side of the river bed, and galloped back to Ormanli in open order.

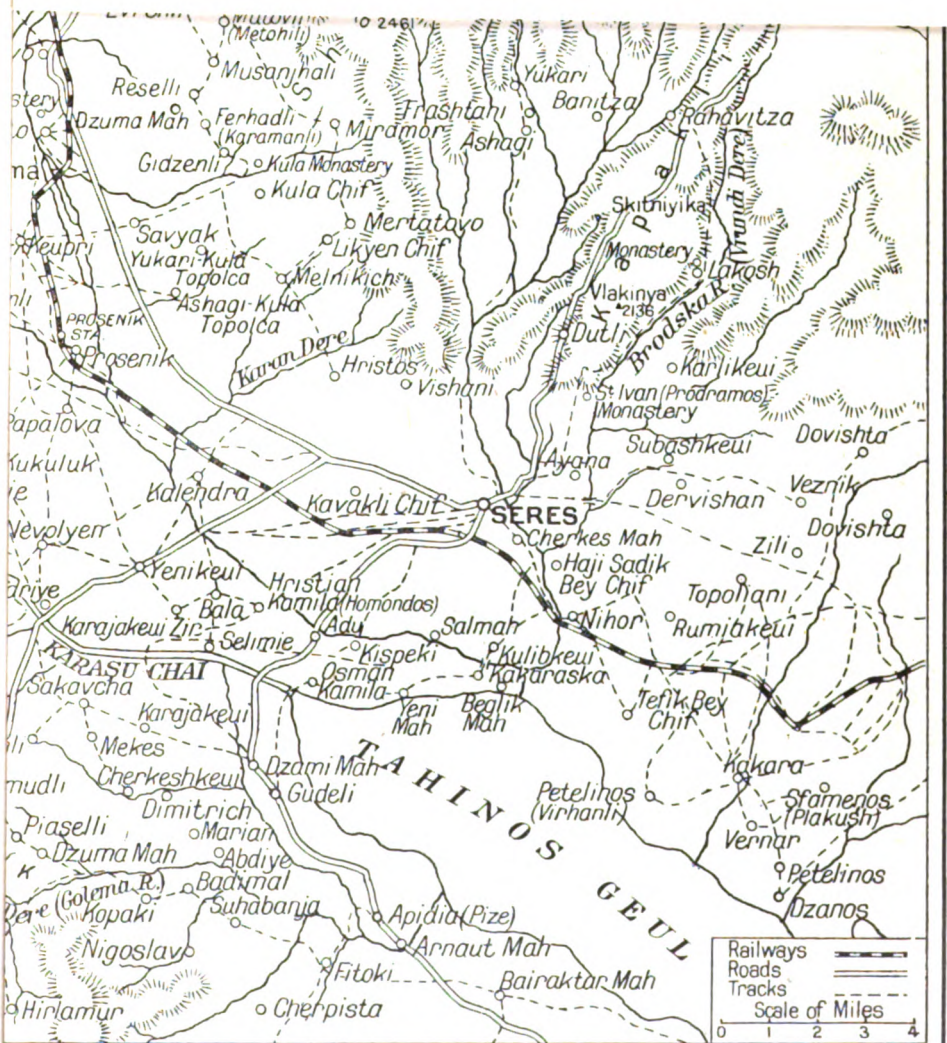
The Bulgars favoured us with some long range shooting, but without effect.

I met Law in Ormanli again, and he agreed with my previous estimate of the enemy strength, and I reported to his Division accordingly.

For a time Staff interest in B.D. died down.

Later, however, it buzzed up again with the result that the whole squadron found itself in Ormanli one morning before dawn. My orders were to report to Colonel Bailey, the O.C. of the York and Lances. (Y. & L.) in Ormanli, and take orders from him. I found him there, he gave me some more breakfast, of which I was very glad, and explained his plan and his orders. The object of the fight was the capture of B.D.

He had at his disposal his own battalion, one company of



K.O.Y.L.I. in support, one squadron Surrey Yeomanry, and he was promised artillery assistance from (I believe) a brigade of R.A., though the gunners were not under his orders, but those of his Brigadier (Brig.-General Montague Bates).

Colonel Bailey had chosen the Ormanli minaret as his battle post. He had half his battalion with him in Ormanli, with them he proposed to attack along the same route as Law, and the K.O.Y.L.I. had taken on the previous occasion. The other half of his battalion (Major Hartley) was in Dolap Cifdl Wood under orders to attack Gipsy Encampment and get into B.D. by that route.

The two attacks were to be therefore simultaneous and converging.

The orders he gave to me were to send two troops to cover his left flank, and two to cover Major Hartley's right flank. I personally was ordered to stay with Col. Bailey.

I sent Major Mirrielees with two troops into the river bed north of Ormanli to cover the left, and Lieut. Horne with two troops to Dolap Cifdl Wood to get in touch with Major Hartley, and to cover his right flank from whatever position he thought best.

It is not my task to write the history of that calamitous fight, it is enough to say that the attack failed and failed with very heavy losses to the infantry engaged. I have only to narrate the share (and it was only a subsidiary share) taken by the Surrey Yeomanry.

Major Mirrielees and the two troops on the left had an almost passive rôle, when they came out of the river bed they were fired upon at once, but in the river bed they were under cover, and as no effort was made by the Bulgars to counter attack the left flank of the York and Lancs., those two troops had nothing to do.

On the other hand Lieut. Horne and the other two troops had a busy day. The flank they were guarding was not so open, and they were almost continuously on the move in order

to make certain that all was clear. Moreover, they were a good deal worried by our own shells firing short, and even the company of the K.O.Y.L.I. in support behind were signalling to the gunners to lengthen range.

The Bulgars in the next village to the west made an attempt to join in the fight, but were promptly spotted by Lieut. Horne, and driven back by his yeomen with dismounted fire. Finally, when our attack was called off, Major Hartley ordered Lieut. Horne to occupy the north end of Dolap Cifdl Wood, and cover the retirement of the infantry. This task he carried out very successfully. Afterwards Major Hartley thanked me very heartily for the work of the Yeomanry on his flank, and asked me to recommend Lieut. Horne for the Military Cross, and said he would back my recommendation. This I did with the result that Lieut. Horne was given, first the French Croix de Guerre, and subsequently the Military Cross.

But the tale of the day would be incomplete without the story of my two orderlies, Badcock and Barnard, of " B " squadron.

Late in the afternoon Col. Bailey asked me if I had got any orderlies with me, for all of his had been killed or wounded, and he said he must get his orders for the retirement out to the company commanders.

I sent Badcock first, I told him I was afraid that I was sending him on a dirty trip, and that he must be as careful as he could, and that his message was most important. He had only gone about 200 yards when he was knocked over by a bullet through his right lung.

Then Barnard had to go. He had his own message, picked up the other from the wounded Badcock. Somehow he got through, somehow he found one company commander, somehow he got along the firing line and found the other company commander, and somehow he got back and reported that his message had been delivered to both companies. For the best

part of an hour he had been on the move under heavy rifle and machine-gun fire, part of his time, too, at very short range, and not even his clothing or equipment had been hit!

For that very courageous and important bit of work he was awarded the Military Medal on the following day, while later he received the Italian Bronze War Medal for valour.

After this reverse the Divisional Commander decided that B.D. must and should be taken, and to do it really properly he ordered Brig.-General Montague Bates to take his whole Brigade, and " B " squadron—Surrey Yeomanry, and to have the R.A. right up close in support.

The synopsis of the story of this fight is that it was an unqualified success, and the capture of prisoners and machine-guns bore out closely my original estimate of enemy strength in the town. Again " B " squadron Surrey Yeomanry was ordered to cover the left flank of the attacking troops, again Ormanli was battle Headquarters, but unfortunately the river bed which had served us so well was not available, it was to be the jumping off ground of the infantry attack.

The day before the fight, I and two of my officers made a thorough reconnaissance of the ground, so thorough that Lieut. Horne nearly got himself shot, in search of a good spot to post the squadron. But the best we could find was anything but satisfactory.

Zero hour was fixed at the time of dawn, and the troops had to go out under cover of darkness.

Our orders were to go to a spot south-east of Haznatar as soon as it got dark, lie out there, and close up to our position just before it got light. We had just loosened girths, and were preparing for the night, when a fight started round Haznatar.

That was nothing unusual, nor were we concerned, but the " over shies " kept dropping among us. I, therefore, decided to move; it also decided to rain, and to rain in buckets full. It was inky dark, but I got the squadron out of the line

of fire, and to a spot which I recognised by an enormous poplar tree. I sent off Lieut. Horne and Corpl. Browne to report our new position to the Brigadier, and holding our horses we lay down in the mud. It rained hard all night.

Lieut. Horne got through to the Brigadier, but could not get back in the dark, and he and Corpl. Browne spent the rest of the night hugging one another to try and keep warm. They rejoined us at dawn.

We moved off in good time, all ranks were glad to get going again, but we were all so stiff with cold and wet that it was almost impossible to mount, and we led the horses for quarter of an hour before we attempted to ride. We found our way blocked at one point by wire our own people had put up in the night, but we cut that and got to our position in good time.

We had a wonderful view of the Brigade advancing to the attack, but we were called on for nothing. In fact soon after the attack started we were withdrawn to the rear of Ormanli. And there we stayed all day.

When we did get back that night the cooks had really risen to the occasion, and we had a very good hot dinner. And we needed it."

CHAPTER VII.

“ Q ” COMPOSITE SQUADRON LEAVES SALONICA FOR THE CAUCASUS.

LIEUT. R. C. NEWTON, who served with “ B ” Squadron here, picks up the story and gives the following interesting details of the move to Batoum and Tiflis. Says he:—

On Nov. 18th, 1918, the Regiment commenced the long trek back to Salonica. This may perhaps be best described in the form of an itinerary as follows:—

Nov. 18.	March to Kurka
„ 19	„ „ Karoughlan.
„ 20	„ „ Narlikoj
„ 21	„ „ Xanthi
„ 22	„ „ Sarisaban
„ 23	„ „ Kavala and rested there the 24th
„ 25	„ „ Pravista
„ 26	„ „ Orfano
„ 27	„ „ Neohori
„ 28	„ „ Stavros and rested there the 29th
„ 30	„ „ Hot Springs, Pasarli
Dec. 1	„ „ Ajvasil
„ 2	„ „ Guvezne
„ 3	„ „ Sarageul
„ 4	„ „ Kirec (Janes)

In December, the regiment (*i.e.*, Squadrons A and B) were comfortably encamped in the hills around the villages or railroad

by Janes, after the strenuous trek back from Dedeogatch on the Turkish border.

Officers and men had "cemented" with our R.E. neighbours, with the result that very comfortable quarters had been rigged up of sandbags and elephant iron in such quantities as had been undreamt of in the days when there was war. What a contrast it was to the old order of one "Bivvy" sheet per man and a couple of sticks which we had been used to in the fever-stricken Struma Valley! Soldiering as we had known it was fast becoming a thing of the past, as educational classes of all kinds were being inaugurated and a strong sports committee was in operation arranging all kinds of recreation both for the officers and men.

Christmas was approaching—the last we were to spend on active service—and it had been seen to some time before that the turkey should not be missing from the festive board, also an officer had been despatched down to Salonica to procure some of the other necessaries, such as oranges, nuts, etc., which go to make an English Christmas even in the hills of Macedonia. Imagine the consternation in camp when the limbers arrived from the "dump" with the rations on December 24th with no turkeys and no news of them either! The quartermaster himself then set to work in earnest to discover the lost birds, and after much telephoning it was learned that they would arrive by the late afternoon "express."

A limber was despatched to meet the train, and great was the cheer that heralded the arrival of the "gobblers."

Hampers were quickly opened and lo! there were the shapes of turkeys who had evidently been on very short rations, for a more measly lot I have never seen—scarcely a bird scaled more than $4\frac{1}{2}$ lbs.!

The festivities of Christmas over, the troops were settling down to hum-drum life, when from without—a rumour having preceded it—an order was received at the orderly room and sent round to the squadrons by the then acting Adjutant (Lieut. E. N. Openshaw) that we were to prepare for service in the Caucasus and equip accordingly. Well, it was thought at first to be a practical joke,

but the stern reality was soon realised, when a further order was received to pack up and proceed to a camp at Ushanta, a spot north of the town of Salonica and four or five miles distant.

The journey was accomplished in two days, making one halt for the night just south of Sarageul. Arriving at our new camp, tents were erected and we found the accommodation much more cramped than the commodious dug-outs we had left at our last home. We had been in residence a week, and not a word about Russia had been uttered, and we began to wonder if the order for our dispatch to that region had been but a passing brain-wave of "the powers that be." However, we were to be disillusioned later.

Our sojourn at Uchantar was not without incident. Both officers and men were constantly losing articles of clothing and equipment mysteriously from their tents. This was most annoying, but when the "B" Squadron quartermaster-sergeant reported the loss of the whole of the Squadron's meat ration, it was evident something had to be done and that immediately. A search party was organised and the country in the vicinity of the camp was thoroughly scoured, with the result that two youths, aged about 16 or 17, were seen being hauled into camp by four stout yeomen! They had been captured in a nullah about 300 yards from the camp in company with an older man who made good his escape. The meat was also found—but by no means intact. A Court was summarily held, consisting of the Colonel, the Squadron Leader, and the Orderly Officer, aided by the regimental interpreter. After much gesticulating and a certain amount of squealing they were found guilty, and ordered to receive half a dozen of the best, which were very thoroughly administered by the Squadron Sergeant-Major! This ended the official punishment, but it was learned some time afterwards that they were taken to the horse troughs near by and very efficiently immersed therein. After their ducking they were released and promptly proceeded to fight one another, each complaining that the other had given him away. (One was a Greek and the other a Turk.)

After being at Uchantar for a fortnight the Russian question was

again mooted ; in fact, it began to crystallize rather rapidly, and the issue was that a composite squadron was formed from the two Squadrons “ A ” and “ B,” and the new unit styled “ Q ” Squadron.

Major F. D. Mirrieles (Commanding).

Capt. Egerton, R.A.M.C.

Capt. A. E. Elstob, C.F. (Padre) joining later.

Lieut. A. F. Druce, M.C.

„ E. N. Openshaw.

„ J. Ashford.

„ R. C. Newton.

The question then arose whether we were to take horses or not, and really until we were almost on the way to embark, this vexed question was in doubt. The ultimate result was that the officers were allowed to take their chargers and fifteen mules.

Embarkation was at last fixed for 900 hours on January 31, 1919. The night previous to this was a positive blizzard, rain, hail and then frost, which so stiffened the tents making it almost an impossibility to pack them up for transport. They were a mess when put into the ship's hold—but mess is not the word to explain the state they were in when we unloaded them at our journey's end ! The good ship “ Maryland ” was our transport, skippered by Capt. Watkins, a typical old merchant seaman, and one of the best. Major F. D. Mirrieles was appointed O.C. ship, with Lieut. R. C. Newton as his Adjutant. We were not at all lonely on board as there were several details of gunners and 150 Indians, together with 735 animals, a mixed grill of horses and mules, the biggest mule, a fine grey fellow, measuring over 18 hands. We steamed out of Salonica Bay, leaving behind the Vardar winds, the fever swamps of the Struma Valley, also many good friends, not the least of these being many faithful horses, some of them having been with the regiment when it left England as far back as 1914. The ship's officers were most courteous and helpful, and although very cramped for room, we had a most enjoyable voyage. Entering the Dardanelles, we passed the famous old “ Clyde,” the transport that figured so gloriously in the landing at Cape Helles in 1915. We then

went through the Narrows, passed Chanak on the Asiatic side and three sunken Turkish transports, the result of a daring submarine exploit in early 1915. On we steamed until we reached the entrance of the Golden Horn. Yes, we were *at Constantinople*, the goal of some of us earlier in the war. We were anchored close by the famous mosque of St. Sophia. We had an excellent view of the whole city on both sides, the "Iron Duke," the flagship of the Mediterranean Fleet, lying just ahead of us, with the Leander Town on our starboard bow. We were not permitted to land, although we stayed at anchor for 18 hours. Leaving Constantinople we journeyed up the Bosphorus out into the Black Sea and on to Batoum, our destination, without incident with the exception of the death of one mule and the passing of a loose mine quite close enough to be pleasant. Batoum harbour was very heavily mined, the entrance being very narrow and winding. This our skipper negotiated successfully and we drew alongside the quay after six or seven very pleasant days. We expected on our arrival to find gunners to take over the horses and mules, but as none were there they remained in our care, and were unloaded by us and taken to a spot near our appointed billets and there put on horse lines of a very rough and ready nature, as we had very little equipment to fix up 200 animals. Besides men and animals, we had on board a considerable quantity of fodder (hay and corn) for the animals, also a lot of G.S. waggons, limbers, watercarts and other equipment and stores. As there was a strike of the dock labourers, labour was very scarce, and a fatigue party of men from the squadron was left on board with the Adjutant to get this stuff unshipped. The night after the Squadron landed the sky clouded over in the early evening and rain began to fall steadily, and as night fell the wind got up to such an extent that even in the well-sheltered harbour, ships were ranging up and down the quayside in a most alarming manner. The "Maryland" was tossed about like a shuttlecock and the captain fearing that she would break from the moorings, and also afraid of the loose ships in the harbour, decided to get up steam and put out to sea and stay there until the gale abated. It was a risky business

going through the minefield at the dead of night, but this was safely accomplished, and although by no means a joy-ride, our position out there was preferable to being in the harbour. The ship being at last unloaded, the fatigue party joined the Squadron to find them fed up indeed. The weather of the past few days had turned the whole place—where the animals were fixed—into an absolute quagmire. They were in a shocking state. No proper equipment for horse lines being available, they were tied to stakes, trees and posts anyhow. Something had to be done and we made friends one morning with some R.E.'s who happened to be passing and obtained some telegraph poles, which we cut in halves and put down in the middle of a cobbled road. We then got some old wire cable from the quay which the men untwisted, and this, fastened to the poles, made excellent horse lines; the only drawback being the stones on the road were very hard for the animals to lie on, but this was preferable to the mud they had endured for the first week. Our billets were handy and fairly comfortable and our business simply consisted of feeding, watering and exercising the animals. This state of things continued until about February 26, when to our great joy we handed over the surplus horses and mules to some artillerymen, thus leaving us only our chargers and a few mules to look after. Sports of all kinds were organised to keep the men amused, such as football, hockey, and also boxing. Our great difficulty was to find a sports ground, as the country was so hilly. We experienced very heavy rains during our stay at Batoum, and heard that the average rainfall there approaches 100 inches annually, and we quite believed it, judging from the quantity which fell while we were there.

Contrary to our expectations, Batoum was quite tropical in appearance. The town lies quite in a hollow, as it were, surrounded by hills. The mimosa trees which line the principal streets of the town were in full bloom and were a delightful spectacle, while bamboos and palm trees flourished in abundance everywhere. The town boasts of a cathedral and a large market, but of course its chief industry is the shipping of oil (petroleum) which comes from the sister port on the Caspian Sea—Baku—by train, and also by

pipe lines which run on either side of the railway and through which the oil is constantly pouring. There are a number of huge reservoirs for this oil at Batoum, which very much resemble our gasometers. After having been relieved of the animals we still had troubles, the chief being the total absence of the Field Cashier. "Q" Squadron Surrey Yeomanry was evidently not known to that gentleman, as we had been without his aid some two months before we were enabled to draw our first haul of roubles, the rate of exchange then being 80 roubles=£1 sterling. Another of our troubles was the lack of home news, as we did not receive a mail for quite a long time, as it had to be forwarded on to us from Salonica.

At last the authorities "rumbled us," and we had orders to find several guards (which took most of the Squadron) at various places in the town, such as docks, ammunition dumps, H.Q., sisters' quarters at hospital, and also a Turkish General who was awaiting trial for brutality to prisoners. This duty, however, was not to continue for very long as a rumour was in the air about a further move, and it developed on March 13th, when we were ordered to entrain for a journey right into the middle of the Caucasus, to Tiflis, in fact, in the Republic of Georgia, a distance of 250 to 300 miles away. We entrained at 7 p.m. in cattle-trucks in company with a detachment of Ghurkas, and after a very uneventful journey we arrived in Tiflis station about 10 a.m. on March 15th. Mention might be made here that the engines on the Trans-Caucasian railway are all fuelled with oil, no coal being visible in the country at all. We remained in the train all that day and night, and the next morning (Sunday) we were shunted into Navtlug, a station on the main line of the Baku-Tiflis railway, about four miles through the town. We unloaded men and our few animals and marched to the Georgian cavalry barracks, close to the station. We were not favourably impressed by the appearance of the 1st Georgian Cavalry Regiment (who, by the way, occupied part of the same block of buildings as ourselves) but they were quite friendly. The Georgians and Armenians as a fact were very unpleasant customers. They have a habit of continually loosing off rifles

and revolvers indiscriminately, and on one occasion a difference of opinion between two factions terminated in a pitched battle on the barrack square with a machine gun on either side, and three men killed. We were evidently deposited in the east end of the town, as the natives were a most revolting and hungry looking crowd, and were quite capable of stealing anything, from a toothbrush to an officer's charger. A journey on a road of cobble stones all the way revealed Tiflis to be a town situated in a hollow and with a swift running river passing through it. Some 200,000 inhabitants in normal time, with as many refugees while we were there, from all parts of Russia, crowded together and who existed in the very primitive houses in the poorer parts of the town. Tiflis boasted of a very fine tramway service, electrically driven by power supplied by numerous large water-wheels which were revolved by the river which I have just mentioned. The Government Building and Presidential House were imposing buildings, and there was also a first class Opera House, at which some really fine performances were rendered while we were in the vicinity. For a modest half-a-crown in English money one might occupy a good box and hear a fine exposition of grand opera.

The shopkeepers, on the other hand, were very grasping, and their commodities were very dear. Soap especially must be mentioned, as five shillings was demanded for quite a small tablet. Several of our well-known English commodities were freely displayed, the most notable being Colman's mustard and starch. The rouble, as I have already stated, was the standard of currency, and was when we arrived worth 3d. ; but it fell weekly at such a rate that when we left instead of being 80 to the £1, it was as low as 320. So we seemed every time we drew our pay to have handfuls of money and yet we were in reality out of pocket every time. The inhabitants seemed to be of two classes—very rich and very poor. The rich seemed to spend their time and money eating and drinking. I saw no evidence of any sport whatsoever. The poor were in an alarming state, smallpox and typhus being very rife all

the time we were there. The death rate for the town was, on the average, 200 to 300 per week from these and other causes. Of course we were all vaccinated, and it says a good deal for that precaution, as although we were in the midst of it, there was not, to our knowledge, a single case among the troops. Food was very scarce and dear for the poor people, and we have many a time seen women picking up the odd kernels of split peas (grain on which we fed our horses) from the ground which had fallen from the nosebags of the horses. Children also and old men were frequently seen in the fields digging up dandelions and other roots for consumption. Few people in the large area which we travelled around the town seemed to work at all.

The weather on our arrival was distinctly chilly after the climate at Batoum, but it warmed up considerably before we left, and we guessed that at midsummer it would be pretty sultry. The sanitation of the place was terrible. The people simply throw the filth into the street and the dogs (which are legion) do the scavenging. An example of this. The Georgian Cavalry who had stables next to us, when they had a horse die, which was pretty frequently, simply pulled it just outside the stable door and let the dogs do the rest! These dogs were most ferocious and we never ventured forth in the dark unarmed, because of them.

Our few horses we brought with us were housed in good cavalry stables and before we had been there long we were mounted once more, having taken over 120 horses complete with saddlery which previously belonged to the Lothians and Border Horse Yeomanry.

Apart from our troops being sent to do a little police work a distance up country, our work was simply that of stable boys, with the exception of an odd turn or two at troop and squadron drill, which we accomplished with a certain amount of success, as we were closely watched in this by our friends the Georgian Cavalry. We organised a race meeting at which the quantity far excelled the quality of the mounts, but I think those who took part in it enjoyed the afternoon's sport immensely, the officers' race on mules causing much merriment.

Jumps were erected close to the barracks and much fun was obtained schooling our new mounts over these obstacles.

On April 8th the squadron was inspected in barracks by the G.O.C. Troops, Tiflis (Brig.-Gen. Montague Bates).

Demobilisation was by now filling the air with rumours, and under some scheme or other we were occasionally despatching men home. The health of the squadron was on the whole good ; however, an officer had to go to hospital (Lieut. Openshaw) with a return of malaria contracted at Salonica ; after that the rot set in fast. Our Major (Mirrielees) was due for leave and he, of course, would not return to us, as “ demob ” was proceeding apace at home, at any rate. His (the major's) departure was a sad blow to us, but we were cheered by the thought that our turn was coming. Lieut. H. F. Druce was now in command of what was fast becoming a skeleton squadron, as men were now leaving weekly to be demobilised. The N.C.O.'s being the oldest soldiers in most cases were the first to go, consequently in a very short time we were making private soldiers into sergeants wholesale.

Our work now became one long round of stables, each man having six or seven horses to look after, so we applied to G.H.Q. for help to clean out the lines and stables, and they sent us 40 “ Ruskies,” who we found very awkward at first, but most useful later.

About this time we received a visit from a high official in the Roumanian Army, with his staff. He came to buy remounts for the Roumanian Army and as we had really more than we could do justice to, we were very anxious that he should return with as many as possible. The result was that 37 horses and a number of mules found themselves transferred to the service of the Roumanian Government. We were also inspected by the G.O.C., General (now Field-Marshal) Sir Geo. Milne, who was, of course, our chief during our sojourn at Salonica, but who had moved his G.H.Q. now to Constantinople.

Rumours of the complete demobilisation of our unit were constantly being broadcast and at last they materialised, Lieut. A. F. Druce having orders to proceed home with a cadre. This

meant, of course, that the end of Active Service was fast approaching for the Surrey Yeomanry. Lieut. Druce took with him 40 or 50 men, thus leaving only a few behind, and those were men who joined up very late in the war and were to be held for a time to augment the Army of Occupation. These men and the two remaining officers (Lieuts. Ashford and Newton) were temporarily attached to the Lothian and Border Horse Yeomanry, who were at that time under the command of Major Sterriker.

Lieut. Druce and his party were held up some time at Batoum awaiting a transport. They, however, got away just before the arrival there of the sole survivors, Lieuts. Ashford and Newton, on their homeward journey.

Many of the "B" Squadron yeomen will remember the names of the following horses: "Pradelles" (Lieut. Openshaw's), "Ginger" (Lieut. Newton), and the famous pack pony "Edmondson," belonging to Major F. G. D. Colman. These were purchased by Lieut. Newton in Russia, and, thanks to the efforts of Corpl. Thorne and Trooper Lackey, were safely landed in England, and are now well cared for after doing their bit for King and Country for five long years.

PART V.

ORIGINAL OFFICERS OF THE 2/1ST SURREY (Q.M.R.) YEOMANRY.
DORKING (BURY HILL) 1914-15.

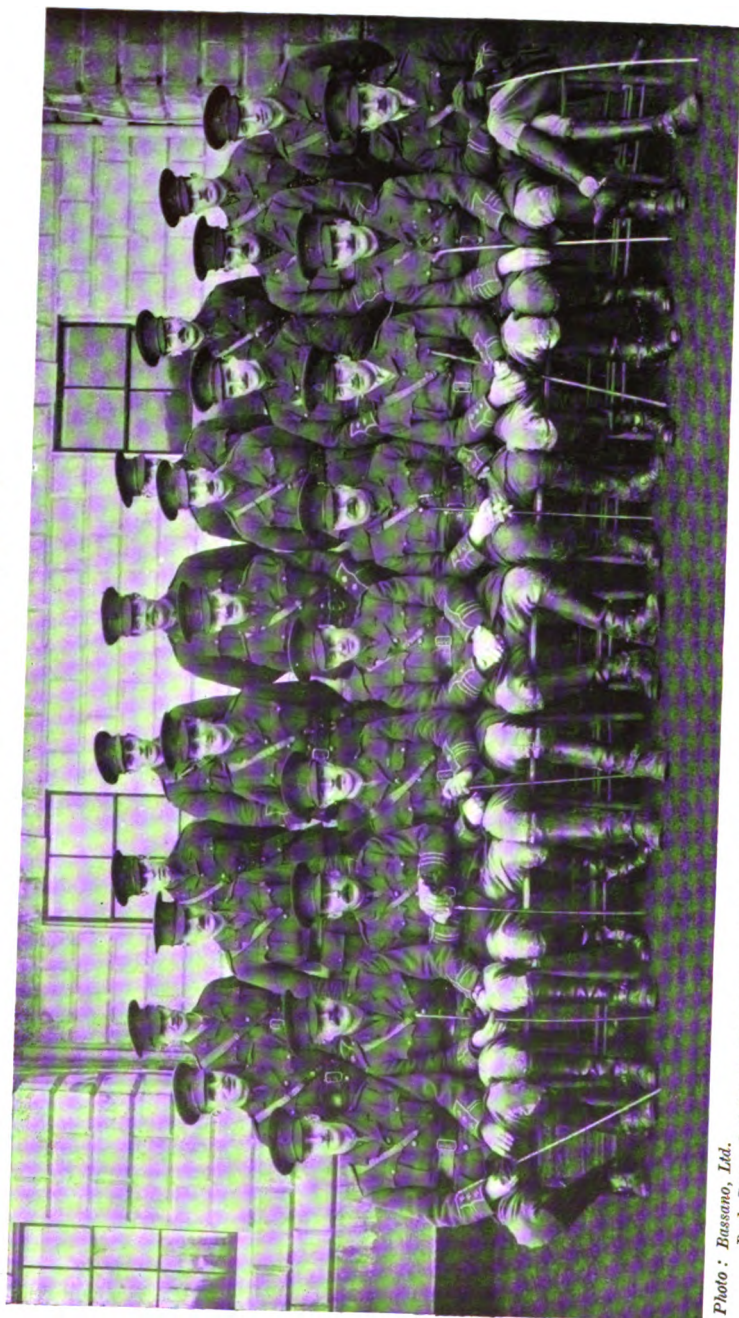


Photo : Bassano, Ltd.

Back Row :

2nd Lt. W. M. BROWELL, D.C.M., 2nd Lt. A. D. CAMPBELL, 2nd Lt. F. D. PLAYFORD, Lt. P. HAVERS, 2nd Lt. W. T. BRIDGES,
2nd Lt. H. E. BOLTON, Lt. E. R. BOLT,
2nd Lt. F. MEADE, 2nd Lt. A. HILL, Lt. P. H. GOSSE (M.O.), 2nd Lt. B. C. BRODIE, Lt. T. A. T. BUCKNILL,
2nd Lt. J. C. WOODALL, and 2nd Lt. L. H. CASTLE.

Front Row :

Capt. G. C. GARRICK, Capt. L. C. PHILLIPS, Major M. B. BOYLLIE, Major R. W. BARCLAY, Lt.-Col. H. M. FISHER-ROWE, C.O.,
Capt. L. F. RICARDO (Adj.), Capt. J. M. PYE-SMITH, Major A. J. WEST, and Capt. J. EVERIDGE.

...the ... to the ...
... that ...
... the ...

... the ...
... Major
... through
... countless
... the day ...
... by ... Colonel H. M.
... (Regiment), who had

CHAPTER I.

THE 2/1ST REGIMENT.

THE RAISING AND EXPERIENCES OF THE REGIMENT.

THIS Regiment was raised in August and September, 1914, when the first enlisting enthusiasm was at its height—after the declaration of war. Indeed, it is remembered there was such a rush to join the mounted Corps (in London particularly), that after a week or two, practically every Regiment had of necessity to “close their doors” to the clamorous crowd. Those that did succeed in getting in towards the end, were selected mainly from recruits who could ride already, or who had previous service in mounted Corps; it may seem almost incredible now to state that one was compelled to actually canvass one Regiment after another to find out if they had vacancies, or could “squeeze one in,” but such was the case to the writer’s personal knowledge. The King’s Avenue, Clapham, Headquarters, were in those early days, therefore, turned into a state something like that associated with a regular cavalry dépôt in war-time; examining and swearing-in recruits, principally by Captain Mirrieles, dashing (or otherwise) displays of bare-back equestrianism in the adjacent riding school, when Regimental Sergeant-Major Gill (late the Royal Dragoons) put these enthusiasts through their paces in true “S.M.” fashion, and when countless would-be cavalymen “bit the dust” needless to say.

The Regiment was commanded by Lieutenant-Colonel H. M. Fisher-Rowe (a retired major of the old Regiment), who had

seen previous active service in South Africa; the other officers also consisting of a certain number of retired officers of the same regiment, plus friends of such officers—who were originally gazetted to the Surrey Yeomanry ("Reserve") Regiment, later the 2nd/1st line.

On September 29, 1914, the Regiment was moved to Dorking, to complete establishment. The officers' mess was at Bury Hill (the lovely home of the Barclay family), and referred to in Part I, Chapter I, of this book, in the Diary of Cornet A. K. Barclay, whose grandson, Lieut.-Col. R. W. Barclay, later on commanded the 3rd/1st Regiment, Surrey Yeomanry.

The men were billeted in the Public Hall ("A" and "B" Squadrons), and at various other houses in the town, while "C" Squadron found a very beautiful temporary home at "Deepdene" (the late Duke of Marlborough's lovely house and estate), which made many of them so happy and enchanted, they must have been glad there was a war on.

The early training of the Regiment at Dorking was marked by various vicissitudes—the Colonel having some difficulty in making the "powers that be" understand that he was intent on forming a Regiment of Cavalry (as ordered), and that horses of some kind or other would greatly help him to this end. One fair day, however, a distraught railway porter rushed into the Town Hall (where they were billeted) and announced between deep drawn breath that a long train containing *horses*, had suddenly and unexpectedly been left in a siding at this particular Dorking Station. The news spread quickly, and everyone who had entirely given up the idea of ever riding again, suddenly braced themselves up, put on most entrancing riding-breeches and leggings (spurs being "taboo" at that early date), and eagerly demanded the right to at least "lead" the remounts from the station to stables. When they had been eventually detrained, they were as sorry and scurvy looking lot of hybrids as the Army Remount Department can ever have turned out. Many were "over at the knee," and as for

grooming, they had not had this much desired attention for a long period. Nevertheless with the enthusiasm (which counts for so much) that probably *won us the War*, the S.Y. boys soon tackled this nondescript crowd of hacks, tradesmen's horses, bus horses and "what-not"—all "commandeered" as a matter of fact—and proceeded (while in the main learning themselves) to lick them into some sort of shape. The Colonel having found they could (with luck) at least "hang on," soon took the Regiment out to drill, and very quickly the men began to show signs of competency, and indeed, horsemastership, considering their previous limited opportunities.

Drills and exercises on Ranmore Common, and elsewhere, were the order of the day, and nobody who was there will ever forget the beautiful scenery and gorgeous air that made that Autumn (1914) one never to be forgotten.

The actual war seemed far away indeed, that Autumn of 1914, but curiously enough (as remarked in a previous chapter) fate had ordained that it was *one of these very men* who was to be the *first* victim, or sacrifice to the God of War, as Private Tiedt (who incidentally was the son of German parents, naturalized in this country) was the first man of the whole Surrey Yeomanry to fall on active service, at Ypres a few months later, having been one of the first overseas draft to leave Dorking, as early as November, 1914.

In May, 1915, the Regiment was moved to Maresfield Park, near Uckfield (Sussex), the seat of Count Münster (a German), who whether naturalized or otherwise, was a very popular sportsman, pre-war, and married to an English wife of the British aristocracy. This beautiful park and grounds in the most picturesque part of rural Sussex, with *Piltdown* nearby, for a perfect cavalry training ground, made it an ideal spot for Troops, and all concerned thoroughly appreciated it. The Regiment actually took over the quarters and horses of the *1st Canadian Mounted Brigade* (Royal Canadian Dragoons,

Lord Strathcona's Horse, King Edward's Horse, etc.), the first two of which had come straight from Canada at the beginning of War, in answer to the call of the Mother Country, and needless to say, had its pick of the horses of Canada. What a difference this made to our S.Y. can well be understood. *Says an officer present*:—"With good horses and ample accommodation, the efficiency of the Regiment greatly improved, and by September, 1915, the same year, we were considered fit to be brigaded with two *first* line Yeomanry Regiments, viz., 1/1st Wilts and 1/1st Hants., and carry out a fortnight's training in Sussex. This two weeks' training and 'trek,' with sleeping out in the open, and 'fighting' daily, put the finishing touches to an already efficient body of men. After returning to Maresfield Park at the conclusion of the 'trek,' we were ordered to *Wrotham*, in Kent, for instruction in trench warfare. This camp was chiefly memorable for the depth of mud, and the horse lines rapidly became a quagmire.

"We were all relieved when the order came to march to Hastings to go into winter billets. A very pleasant winter was spent in Hastings, where many raw recruits were drafted in, and riding school was a very frequent occupation.

"After Hastings the Regiment 'trained' to Ardleigh in Essex, taking our horses with us. Boxing the horses was done very expeditiously, considering it was the men's first experience of this operation.

"In a very short time after we arrived at Ardleigh horrible rumours came through that horses were to be sent away as a *consignment of *bicycles* was on the way. This proved all too true, and came as a terrible damper to our spirits. In due course the bicycles arrived, and the first few parades caused a deal of amusement, as some of the men could not master their new mounts. By degrees the novelty wore off and some

* N.B.—This is not to be taken as in any way disparaging to our cyclist comrades, with whom our 1st line Regiment served side by side in the same Divisions from 1914-18.—ED.

very useful training was carried out, and the mobility of a cycle unit was an eye-opener to Lord Shaftesbury, our Brigade Commander.

“ About May, 1916, we were moved to Mistley Camp, near Manningtree (under canvas). It was while out on night operations near the coast that we first saw a glimpse of real things, as there was a big Zeppelin attack, and bombs were dropped not very far from where the Regiment was bivouacked. From Manningtree we moved to a camp on Bromeswell Heath, near Woodbridge, and it was from this camp that our first big draft of men left us to join the East Surrey Regiment. Only junior officers were called for, and the draft went off amidst the greatest enthusiasm under the command of Captain Hector Walker, who later on was awarded the M.C., and again a bar to his M.C. for gallantry.

“ Captain Walker, a most efficient and popular officer, was originally in the old Regiment as a sergeant. He was my second in command when he left us and I missed him very much.

“ In November, 1916, we moved into winter billets at Woodbridge, and some more men left us as a draft for the Queen's (Royal West Surrey) Regiment.

“ About March, 1917, we returned to Bromeswell Heath to be under canvas for the summer, and in October, 1917, we went into huts at Warren Heath, near Ipswich. Here there was a great change in the status of the Regiment as we were amalgamated with the 2/1st Sussex Yeomanry, under the command of the late Lieut.-Col. H. Rawson. This arrangement did not work very well, and was not a popular move, as our most popular Colonel (Fisher-Rowe) was no longer in direct command.

“ It was here we were really trained as Infantry pure and simple.

“ The winter was a very severe one and unfortunately my health suffered, and I was sent before a Medical Board, who

passed me unfit for further service and I finally left the Regiment in December, 1917, with the greatest possible regret.

"After this I understand that in January, 1918, they returned to Woodbridge, and in March, 1918, were ordered to Ireland, where they were split up into small units with Regimental Headquarters at Galway, and remained in Ireland until demobilised.

"Very few of the original officers (except a few of the senior ones) remained to the end, all the juniors being drafted to units overseas.

"At one time, namely in 1915, there was a chance of our going abroad as a unit as Divisional Cavalry, but much to the regret of our Colonel and everybody else this failed to materialise, and we gradually became a 'draft finding unit.'"

Among other interesting things in connection with the 2/1st Regiment, it will be of interest to know that they subscribed for an aeroplane among them and their families, and which was presented to the R.A.F. and given the name "Queen Mary's Regiment," which was in fact inscribed on her side when delivered (see photographic illustration).

Finally we give the following: a brief résumé by Colonel Fisher-Rowe, the O.C. himself, which will complete the chapter.

Says he:—

"The 2/1st Surrey Yeomanry were raised at Clapham in August and September, 1914, and moved to Dorking on September 29th, 1914 to complete establishment.

"During the spring of 1916 the horses were taken away and bicycles were issued and they became a cyclist Regiment, and were included in the East Coast Defence Scheme, and though still a training Regiment were expected to move at short notice.

"For a short time the bicycles were withdrawn and they became an Infantry Battalion, and then the bicycles were re-issued and they were kept until the end.

tion of the war, his number 107, and I finally left the Regiment in December, 1917, with the gravest possible regret.

"After that I understand that in January, 1918, the returned to Wexford Regiment in March, 1918, were ordered to Ireland, where they were split up into small units with Regional Headquarters at Galway, and remained in Ireland until demobilized.

"Very few of the original officers (except a few of the senior ones) remained to the end, all the juniors being drafted to units overseas.

"At one time, namely in 1916, there was a chance of our going abroad as a unit as Divisional Cavalry, but much to the regret of our Colonel and everybody else this failed to materialize, and we gradually became a 'draft finding unit.'"

"Among the interesting things in connection with the Regiment, it will be of interest to know that they were the only unit in the Army who and their families were given the name 'The Queen's Own'—a name which was inscribed on their silver medals and on their decorations.

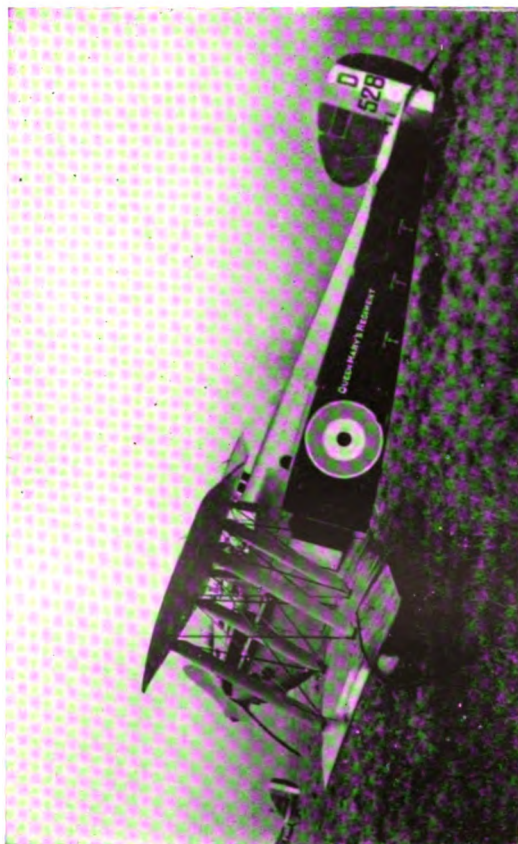
"Finally, it is a pleasure to see a short résumé by Colonel Fisher-Browne, which will complete the Chapter.

Says he:—

"The 21st Surrey Yeomanry were raised at Clapham in August and September, 1914, and moved to Dorking on September 20th, 1914 to complete establishment.

"During the spring of 1916 the horses were taken away and bicycles were issued and they became a cyclist Regiment, and were included in the first Cycle Defence Scheme, and the next day the 21st Surrey were expected to move at short notice.

"For a short time the bicycles were withdrawn and they became an Infantry Battalion, and then the bicycles were re-issued and they were kept until the end.



THE "QUEEN MARY'S REGIMENT" AEROPLANE.
Subscribed for by officers, N.C.O.'s and men (and their families) of the 2/1st Regiment, S.Y.,
and presented to the R.A.F.

“ At the beginning of 1918 the Regiment was moved to the Curragh, Ireland, and then to Athenry at the time that it was intended to enforce conscription in Ireland.

“ The Regiment was then moved to Galway with squadrons at Gort and Clifdene; at the latter place, to protect the Marconi Wireless Plant.

“ In 1919 the Regiment was partly disbanded at Galway and then moved to Ballinrobe, and finally to Guildford to *complete*, on July 2nd, 1919.”

The following are the camps and billets occupied by the Regiment (2/1st) during its term of service:—

Dorking, Crawley, Maresfield Park (Uckfield), Willingdon, Wrotham, Hastings, Ardleigh, Manningtree, Bromeswell Heath, Woodbridge, Ipswich, Bromeswell Heath, Woodbridge, Curragh, Athenry, Galway, Gort, Clifdene, Ballinrobe, Guildford.

(NOTE:—An excellent photographic group is reproduced on another page showing Lieut.-Col. Fisher-Rowe and original officers of the 2/1st Regiment. It also includes Major (later Lieut.-Col.) R. W. Barclay, C.O. of the 3/1st line.—Ed.)

CHAPTER II.

THE RAISING AND TRAINING OF THE 3/1ST REGIMENT.

THE 3/1st Surrey Yeomanry was originally started as the "2nd Reserve Regiment" in February, 1915. Major R. W. Barclay, who was at that time second in command of the "Reserve" Regiment (later the 2/1st) at Dorking, was posted to command, and promoted to Temp. Lieut.-Colonel. Major Gerald Thesiger was appointed second in command, and Major A. J. West Adjutant and Quartermaster. SS.-M. Symes (late P.S.S.-M. of "C" Squadron) was posted as Regimental Sergeant-Major.

In March, 1915 the designation was altered in all three Regiments, making them 1/1st, 2/1st, and 3/1st Surrey (Q.M.R.) Yeomanry. The establishment of the 3/1st was altered to an enlarged squadron basis, to be commanded by a major, and its duty was to provide drafts for the 1/1st Regiment. Until, however, the 3/1st recruits were efficient—drafts were supplied by the 2/1st line.

Major A. J. West left the Regiment in May, 1915, having been transferred to a Staff appointment in the Eastern Command.

The unit was raised at the old Regimental H.Q., at Clapham, and training started with riding-school, drill, etc. Mounted drill later took place on Clapham and Tooting Commons nearby, all ranks being in billets.

On March 11th, 1915, they moved to Crawley in Sussex. A mounted party with the transport marched, while the remainder, dismounted, proceeded by rail. The unit had taken over

some of the 2nd line transport of the 1/1st Regiment when the latter squadrons went abroad.

There were better facilities for training at Crawley than at Clapham, and recruits rapidly came along in efficiency; all ranks being again in billets, while some happy days were spent in this good old rural town. A special guard had to be found for a nearby water-tower.

Eventually in June, 1915, the unit was ordered to move to Canterbury, to be attached to the 3rd Reserve Cavalry Regt. (composed of squadrons of the 3rd and 6th Dragoon Guards), commanded by Col. J. Mercer. Most of the Yeomen were in the married quarters at the Cavalry Barracks, the remainder in one barrack-room. The officers' mess was at first in the old second-in-command's house, and later in the Royal Horse Artillery Mess—which they had to themselves.

All recruit officers and men were again put through riding school under the 3rd Reserve Cavalry Regiment, and training carried on assiduously until two service troops were formed from which drafts could be taken. A certain number of officers and N.C.O.'s were always away on courses of musketry, bombing, etc., and in one case at least they lost a very promising N.C.O. viz., Sergt. Perring, as he was kept as a musketry instructor at Hythe.

It may be of interest to conclude by stating that the 3/1st Northampton Yeomanry were also attached to the 3rd Reserve Cavalry Regiment, and that for purposes of *Home Defence* we formed one Regiment as follows:—1 Squadron Surrey Yeomanry, 1 Squadron Northants. Yeomanry, and 1 Squadron 3rd Reserve Cavalry Regiment.

FINAL CHAPTER.

“ THE OLD ORDER CHANGETH, YIELDING PLACE TO NEW.”

AND so the war was over, and Surrey Yeomen and ex-Surrey Yeomen came back from many places in many lands, and were in course of time, and with many exasperating delays, demobilized.

Afterwards we met on the road or on the street or in the Tube or the Railway, and we compared notes. And eventually the Surrey Yeomanry was reformed under Col. Calvert, D.S.O., and we talked it all over again.

We found that out of the three original squadrons who were at Canterbury one or more of us had served in France, Belgium, Greece, Serbia, Bulgaria, Gallipoli, Palestine, Italy, Georgia (Caucasus), Mesopotamia, Germany, and against the Senoussi (Egypt). And we knew that we had come into our own, and that all the trouble and care and the efforts of the “ Saturday afternoon soldiers ” of pre-war days had not been wasted. The writer well remembers the days of foot drill in Westminster Hall and the attacks of girls with “ ticklers ” when we went to Wimbledon Common, and our first ghastly efforts with real live horses. And be it not forgotten, to the credit of those who suffered, that in the early days there was no rifle bucket, and that the men carried their rifles in their hands all the time, a truly agonizing performance.

After having been “ over-seas ” for four long years we had completed our education and practised continually the business of war. Those of us who were lucky had kept our horses throughout and had done more actual cavalry work than our brothers of the regular cavalry; those of us who perforce had become infantry soldiers had had every sort of experience and served under every sort of condition. We had provided staff

FINAL CHAPTER.

"The old system of ..."

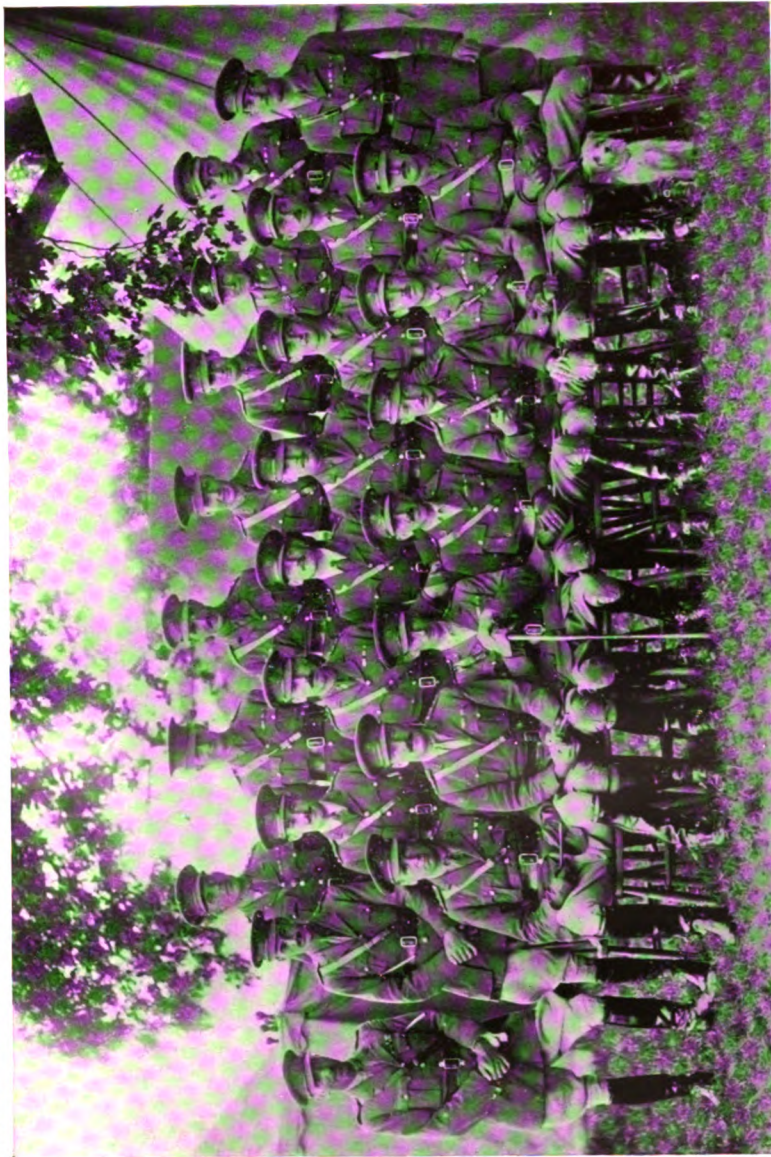
PLATE 1

ANOTHER reason why you should buy Surrey Yacht Club's new Surrey Yacht Club membership is that you can get it from many places around the land, and you can save time and wear-and-tear by not having to go to the club.

Afterward we lost the road or on the station on the Tube or the Railway and we compared notes. And even the Survey Yeoman was reformed under C. G. solvent, D.S.O., and we talked it all over again.

At four o'clock, one of the three Arizona squadrons who were attached to the 1st Cavalry had served in France, Belgium, Italy, and Germany, in the Balkans, in Asia Minor, India, Georgia, Persia, and Afghanistan, and against the Saracens, and the British, and the Russians, came into our own, and the "Saturday" and the "Sunday" efforts of the "Saturday" and the "Sunday" had not been wasted. The veterans of the 1st Cavalry, the days of foot drill in Westminster Hall, and the attacks of girls with "ticklers" when we went to Wimbledon Common, and our first ghastly efforts with revolver horses. And be it not forgotten, to the credit of those who suffered, that in the early days there was no rifle buckety, and that the men carried their rifles in their hands all the time, a truly agonizing performance.

After having been "over-seen" for four long years we had come to the conclusion not to discontinue the business. In the year of 1880 we were lucky had kept our horses and had done a great deal of cavalry work, but our lack of the regular training of us who performed had become infantry soldiers had had every sort of experience and served under every sort of condition. We had provided for



Standing (back row): Capt. T. P. D. BRIGHTON, Capt. H. R. BRAND, Lt. J. S. PHILLIPS, Lt. C. J. GITTINGS, R.A., 2nd Lt. W. C. J. F. A. HANKEY.
(Sussex) (Surrey) (attached)

Standing (centre row): Capt. G. W. BLONDSOME (R.A.V.C., T.A.) Major J. RYAN, T.D. (R.A.M.C., T.A.)
(Sussex) (Surrey) (attached)

Sitting: Major F. G. D. COLMAN, Capt. S. J. LAWRENCE, Lt. Hon. A. CUBITT, Lt. E. S. B. GAFFNEY, R.A., Capt. R. S. CLARKE, Lt. C. H. ISGDS, R.A.,
(Surrey) (Sussex) (Sussex) (attached)

Sitting: Major F. G. D. COLMAN, Capt. S. J. LAWRENCE, 2nd Lt. P. C. DRABBLE, Capt. C. T. BAYSHAM, D.S.O., R.A., Lt. H. C. POWELL, M.C.
(Sussex) (Sussex) (Sussex) (Sussex) (Sussex)

Sitting: Major F. G. D. COLMAN, Capt. S. J. LAWRENCE, Major H. I. POWELL-EDWARDS, D.S.O., T.D., Lt.-Col. G. O. BOWWICK, D.S.O., T.D.,
(Sussex) (Sussex) (Sussex) (Sussex) (Sussex)

Sitting: Major F. G. D. COLMAN, Capt. S. J. LAWRENCE, Major H. J. BELL, M.C., Lt. J. P. WHITELEY, R.H.A.
(Sussex) (Sussex) (Sussex) (Sussex) (Sussex)

officers, A.P.M.'s, intelligence officers, liaison officers, policemen, interpreters, H.Q. clerks and a piano-tuner. Our Sergeants' messes and the ranks had provided officers for other units by the score, and only affection for the regiment had kept our best N.C.O.'s with us.

When we went out for our training again the Officers' mess and the Sergeants' mess were ablaze with medals and decorations. Many of our old N.C.O.'s, who had had commissions, came back to the Sergeants' mess and there were at least half-a-dozen Military Crosses in the Regiment, outside the Officers' mess. Moreover the new recruits were good. Could the prospects of building up a really fine regiment have been better?

And then the wheel of fortune spun the full circle, the clouds of rumour materialized and we were told officially that the Powers that be had decided we must be converted into R.F.A. The announcement was made to the Regiment in camp by a very distinguished officer of high rank, himself a Gunner. It is often said that successful men of action are singularly incapable of putting their thoughts into words. At any rate the result of that speech on many of the hearers was that the one thing on God's earth that they did not want to be—was R.F.A.

The decision was a ghastly blow to us. We had been through the pre-war stage; we had had adjutants and permanent staff doing their very utmost to teach us our job, we had done courses and attended drills, we had been out training year after year. And what did it all amount to? When the B.E.F. was falling back from Mons, when their cry for reinforcements rose to the high Heavens, we were training in England, finishing the training we knew we needed, and which we had never had the chance of going through before.

Then when we came back, when we had been through it all, when we knew the job, when we could look the regulars in the face, when the permanent staff were not all important, the blow fell. With the exception of two or three old N.C.O.'s

who had been gunner officers, not one of us knew a single solitary thing about a gun from the breech end. All our experience, all our training, were, with one stroke of the pen, hurled into the gutter. Could anyone be surprised that the blow to us was simply devastating? We had nothing against the R.F.A.; we had seen them in action on every front, known them, liked them, but theirs was a service about which we knew nothing.

In one moment we were put back to pre-war days and worse. For now a major and a serjeant-major, each with 20 years' service in his Regiment, would have to begin again from the very beginning and know how to load and fire an 18 pounder gun. And every newly joined recruit would know that his Battery Commander and B.S.M. knew just as much about the business and no more than he himself had learned.

That exactly, no more and no less, was the position with which we were faced.

An anxious conference was held between the Officers and the N.C.O.'s. Should we or should we not carry on? If we did not either the whole scheme so far as the Surrey Yeomanry would collapse, or an entirely fresh Surrey Yeomanry would have to be raised with no tradition, no history, no continuity. That at any rate was not a dilemma that any of us cared to contemplate. Eventually it was decided that we should carry on, and at any rate give the new conditions a trial. The N.C.O.'s said they would stay on if the officers would do the same. That settled it. The Surrey Batteries started life with the old senior officers and the old senior N.C.O.'s.

The scheme was that a Brigade of R.F.A., the 98th, should be formed from the Surrey and Sussex Yeomanries. Each county Yeomanry was to provide two batteries, three of them to be 18 pounder batteries and the fourth a Howitzer.

It was obvious, of course, from the start that an amalgamation of two regiments from different counties would present difficulties, grave difficulties. But we had known the Sussex Yeomanry rather well in pre-war days, and at Canterbury,

after mobilization and up to the time of our departure for "over-seas."

And it was the general feeling in the Surrey Yeomanry that if we must amalgamate with anybody then let it be with the Sussex Yeomanry. Here let it be recorded that if ever a newly formed unit was blessed in its inspecting officer, then that unit was the 98th Surrey & Sussex Yeomanry Brigade R.A. in its first C.R.A.

Himself a very distinguished gunner, from the very first his orders and suggestions were specially designed to help and encourage us, and a sympathy for our troubles and an understanding of our difficulties pervaded the whole period of his command.

The first question that had to be settled was that of C.O. The Sussex Yeomanry had already been converted into R.F.A., and they had a commanding officer, but much remained to be done, and he did not wish to continue. Colonel Calvert, D.S.O., was commanding the Surrey Yeomanry. He had served in the Eton volunteers, the Militia, the Royal Dragoons, he had been Adjutant to the Yorkshire Hussars Yeomanry, he had commanded A squadron, Surrey Yeomanry, for some years, including the first part of the war, then he had been C.O. of the South Notts Hussars, and of a machine gun battalion, and in Palestine he had temporarily commanded a Brigade.

He concluded that the duties of a C.O. of a new R.F.A. Brigade, at the end of such a record of service, were more than he was prepared to undertake.

The next senior officer was Major Borwick, D.S.O. He had joined the Surrey Yeomanry when it was first re-formed in 1901 and had served continuously in it—first in "A" squadron as subaltern and then Captain, and from 1912 as Major of "B" squadron up till the time when "A" and "B" squadrons were combined in the 16th Corps Cavalry Regiment, of

T

which he became second in command. He was later appointed to command.

The problems which the new C.O. had to face were grave enough. Firstly, of course, he knew absolutely nothing about gunnery. But that might be learned and his Adjutant, Major A. Eeles, was most anxious to help.

In Sussex he found that he had already got the nucleus of two batteries, senior officers, senior N.C.O.'s, guns, harness and equipment. But there was a grave shortage of officers, very few men, and what there were were scattered about the county in numerous small detachments. Moreover it soon became obvious that if the Batteries were to be brought up to strength there would have to be still more detachments and drill centres, and that in face of the opposition of other Territorial C.O.'s who were not anxious to share recruiting areas with the Yeomanry. But Major I. Powell Edwards, D.S.O., was commanding the Brighton Lewes Battery and he was keenness and enthusiasm personified and was cheerfully seconded by Major F. Lascelles, M.C., who commanded the Chichester Lewes Battery. For recruiting purposes a Surrey C.O. could do little or nothing to help his Sussex B.C.'s, and the strength of the Sussex Batteries to-day is a monument to their efforts.

The dispersion of detachments in Sussex was in itself a grave difficulty. It involved sharing drill halls, building new gun sheds, endless travelling for the Adjutant, and often enough poor attendances which made drills difficult and lectures disappointing.

The C.O. decided that, for a time at any rate, the Adjutant must live in Sussex, though, as the C.O. lived in London, the arrangement had many inconveniences.

To return to Surrey. The C.O. started with the huge advantage of Melbourne House with its stables, horses and riding school as H.Q. for the Brigade and for both the Surrey batteries. The Guildford detachment was abolished for the time (it has since been re-formed) and all the work of the Surrey



Photo : The Wykeham Studios, Ltd.

Capt. S. J. LAWRENCE.
(Late the Royal Dragoons.)

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General Sir John D. Stewart, K.C.B.
Colonel of the Buffs, 1880-1885.
Colonel of the Buffs, 1885-1890.

Batteries was done under one roof. In itself a huge advantage.

Another advantage was the assistance of Capt. Lawrence. This officer, who was originally a Royal Dragoon, came to the Surrey Yeomanry before the war as R.S.M. Since that time in various ranks, and in almost every conceivable capacity, he has made himself nothing less than a Regimental, and now a Brigade, institution. The senior officers and N.C.O.'s were all old yeomen, recruits were coming in well and were of an excellent stamp quite up to the old standard.

But firstly, all the old equipment had to be handed in. Quite a large number of old yeomen had resigned when the change was made and it was a lengthy and exasperating task to collect all their kit.

Then we had to draw new kit, issue it, and collect our guns and harness. Nobody who has not had bitter experience of it can imagine the amount of stuff that goes to complete the equipment of a Battery. The new guns had to be provided with a new gun shed.

That of course was provided through the County Association. And it is perhaps worthy of note that the methods and organizations of the County Associations of Sussex and Surrey differed in very many important particulars, which differences add not a little to the difficulties of an officer who is *ex-officio* a member of both. And that, too, at a time when national economy was essential, and when large numbers of people seemed to think that a trained soldier and his equipment ceased to be of any possible use after November 11th, 1918.

But with a lot of help, a lot of work, a lot of waiting, but with a lot of goodwill and laughing the Brigade got its guns, its harness and all its paraphernalia. But there was still one grave difficulty to be overcome, the date of training. The Surrey Yeomanry had always trained at the end of July and the beginning of August, the Sussex Yeomanry in May.

Absolute consternation was expressed by the officers of both

counties at the idea of being called out at any time but their own. But if the Brigade was to be a Brigade and not two halves of a Brigade, different camps were not to be thought of, and the C.O. definitely refused to consider them. He decided that training should take place in alternate years to suit either County. It caused some difficulty and friction but not nearly as much as was expected, and the system justified itself and is in operation now.

And finally, if the 98th Brigade is now a Brigade, and not two halves of a Brigade formed by two counties in uneasy and loveless wedlock, the credit thereof is largely due to two men, B.S.M. Packer and B.S.M. Batcombe.

That then, briefly, is the history of the amalgamation told with many omissions and short-comings, but to the best of the ability of the writer.

May he conclude this chapter on a personal note and with a word of advice. Old yeomen, such as he is, in peace and especially in war, had much to contend with and had many chops and changes, and were in the soldier's phrase—but that is an expression which cannot be written here, though it may leap to the mind of some. Perhaps in the years to come the 98th Brigade may enjoy a measure of continuity denied to their predecessors. We old yeomen had a legitimate cause for complaint, when we were turned, against our will, into R.F.A. But our complaint is out of date now; a new generation is coming along and taking our place and taking it well, and must regard us as grouching old men. Let us stop talking about our troubles and do our best to help on our gunner successors in the way they should go. We are getting old and shall soon go away in a box with our medals on the lid and perhaps the Brigade will send a detachment to put us away.

But this, at any rate, we know from our own service that if our successors keep up the standard, then come what may, peace or war, horse, foot or artillery, no man, whoever he may be, will ever regret that he joined the Surrey Yeomanry.



Portrait of
Squashy, a Native American
man, circa 1800.

There is no the idea of being carried out at any time but they
 1. But if the idea is to be a Brigade and not two others
 2. a Brigade and the others were not to be thought of, and the
 3. 4th division was to be in them. It is decided that
 4. 5th division will be in the same line to suit either
 5. 6th division will be in the same line but not necessarily
 6. as the 4th was expected to be. It is justified itself and
 7. in operation now.

And finally, if the 6888 Central Postal Directory is now a Brigade, and has two halves of a Battalion, then the two counties in unity and loveless work, the credit is largely due to two men, B. S. M. Tucker and B. S. M. Combe.

That then, I think, is the history of the amalgamation told with many omissions and shortcomings, but to the best of the ability of the writer.

I have written this chapter on a personal note and with
 a personal feeling. I am, as he is, in peace and
 contentment with and had many friends. I am, in
 the author's phrase—but that is not the point—often here, though it may
 be a little far from the center in the years to come. The
 "center" may be a place of continuity denied to
 that of a society. As our government had a legitimate cause in
 1914, when we were turned, against our will, into R.F.A.
 But our complaining generation of late bow in a new generation is com-
 ing along and taking our place and filling it well, and must
 regard us as passing old men. Let us stop talking about our
 troubles and do our best to help on our younger successors in the
 way they shall find good. We are going to be and shall soon go
 away from a much our modern world and perhaps the
 best of it, and a better one than we have.

Let us send a message to you on our own service that if our soldiers keep up the fight, then some what may be our war horses, for the country, no man, whoever he may be, will ever regret having joined the Army Yeomanry.



Photo : Raeburn.
Squadron (now Battery) S.M., O. C. PACKER, D.C.M.
(late "A" Squadron.)

APPENDICES.

APPENDIX I.

Names of Officers who served with different Squadrons of 1/1st Surrey Yeomanry, Overseas 1914-19, as taken from War Diaries and records available, with their original rank, including those attached.

“ A ” SQUADRON.

Major C. A. Calvert.	Lieut. Morgan, R.A.M.C.
Captain T. H. Barclay (Died at sea).	Lieut. Huddy, R.A.M.C.
Captain H. D. Somervell.	2nd Lt. F. R. Phillips.
Captain Cohen (Intelligence Officer).	2nd Lt. A. F. Druce.
Capt. E. A. L. Devonald, R.A.M.C.	2nd Lt. F. B. Welch (Interpreter).
Capt. J. F. Filmer, A.V.C.	2nd Lt. S. B. Page.
Lieut. E. Bell.	2nd Lt. West.
Lieut. H. J. Bell.	2nd Lt. C. F. Meade.
Lieut. E. E. Wiles.	2nd Lt. Duncan.
Lieut. Williams.	2nd Lt. A. P. White.
Lieut. S. F. Brown.	2nd Lt. J. Ashford.
Lieut. G. B. Leechman.	2nd Lt. F. A. Stewart.
Lieut. Brennan, R.A.M.C.	2nd Lt. Lyster.
	Rev. P. J. Raybould, C.F.

“ B ” SQUADRON.

Major G. O. Borwick.	Lieut. H. Aston.
Capt. F. D. Mirrieles.	Lieut. E. N. Openshaw.
Capt. Vickerman Smith (M.O.).	Lieut. F. McSheppard.
Capt. Wooton, R.A.M.C.	Lieut. W. M. Browell, D.C.M.

" B " SQUADRON.—*contd.*

Capt. C. R. Smith, R.A.M.C.	Lieut. Palmer.
Capt. G. B. Egerton, R.A.M.C.	2nd Lt. Burgess.
Capt. Power, A.V.C.	2nd Lt. Taylor (late 2/1st S.Y.)
Lieut. F. G. D. Colman.	(Killed in action).
Lieut. A. E. Horne.	2nd Lt. Power (Attached).
Lieut. A. Hill.	2nd Lt. Morford.
Lieut. J. C. Woodall.	2nd Lt. Parbury.
Lieut. R. S. Newton.	2nd Lt. Filmer.
Lieut. La Fontaine (Interpreter).	

" C " SQUADRON.

Major R. Bonsor.	2nd Lt. D. A. Osborne.
Major Hon. E. R. Thesiger.	2nd Lt. B. C. Kidd.
Capt. A. Chichester.	2nd Lieut. Eastman.
Capt. J. Bray.	2nd Lieut. Morley
Lieut. A. R. Mellor.	(Killed in action).
Lieut. B. C. Brodie.	2nd Lt. Scott „ „ „
Lieut. L. C. Heath.	2nd Lt. D. Osborne.
Lieut. F. D. Playford.	

APPENDIX II.

SURREY YEOMANRY HONOURS AND AWARDS, 1914-18.

As regards awards, the Regiment may be well proud of such a long list of Honours, gained both by officers and O.R., of which we append what we believe to be a complete list as regards the 1/1st line. Furthermore we have added, where available, details of the acts which earned the medals.

The following list speaks for itself :—

HONOURS AND AWARDS, 1/1ST SURREY YEOMANRY.

(And those originally serving with 2/1st, *now traceable*.)

OFFICERS.

Lt.-Col. Sir J. Humphery (Legion d'honneur).

D.S.O.

Lt.-Col. Hon. E. Thesiger	...	...	...	...	...
Major C. A. Calvert	...	...	...	...	...
Major G. O. Borwick (and Legion d'honneur).	...	...	...	...	...

MILITARY CROSS.

Lieut.-Col. T. B. Olive (16th Corps Cavalry)	...	...
Major H. Bell...	...	...
Capt. A. Chichester	...	...

MILITARY CROSS.—*contd.*

Capt. E. Bell ...	...	...	...	...	...
Lieut. A. R. Mellor (and Bar)	...	...	...	...	...
Lieut. A. F. C. Hill ...	...	...	...	...	...
Lieut. A. F. Druce ...	...	...	...	...	...
Lieut. (Temp. Capt.) H. S. Walker (2/1st S.Y.) (and Bar)	...	...	...	...	...
Capt. A. E. Horne ...	...	...	...	...	...
Capt. B. Egerton ...	...	...	...	...	...
Lieut. Brodie (and Bar)	...	...	...	...	...
Lieut. F. R. Phillips

BREVET-MAJORITY.

Lieut.-Col. T. B. Olive (16th Corps Cavalry)
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MENTIONED IN DESPATCHES.

Lieut.-Col. T. B. Olive (16th Corps Cavalry)
Major C. A. Calvert
Major G. O. Borwick (three times)	...	...
Capt. E. Bell ...	...	...
Capt. H. J. Bell	...	...
Lieut. F. G. D. Colman (twice)	...	...
Lieut. F. R. Phillips	...	...
Lieut. J. C. Woodall	...	...
Lieut. (Temp. Capt.) H. S. Walker (2/1st Regt., attached E. Surrey Regt.)	...	...

GREEK MILITARY CROSS, 3RD CLASS.

Capt. H. J. Bell	...	...	...	...	...
Lieut. E. Bell...	...	...	...	...	...

CROIX DE GUERRE, AVEC PALME.

Capt. A. E. Horne	...	...	...	...	...
Lieut. Hickman (2/1st S.Y.)	...	...	...	...	...

ALBERT MEDAL.

Major T. H. Barclay (posthumously)

ORDER OF THE NILE (4TH CLASS.)

Lieut. S. J. Lawrence

OTHER RANKS.**MENTIONED IN DESPATCHES.**

45031 S/S.M.—J. C. Rawdon
 4226 R/S.M.—S. J. Lawrence (three times)
 45020 S/S.M.—A. H. Shields
 45071 Private W. H. Barley
 171 S/S.M.—H. Hardy
 45021 S/Q.M.S.—O. C. Packer (twice)
 45099 Farrier Sergeant J. Phillips
 45166 Sergeant J. V. Williams (twice)
 45143 Corporal Shoeing Smith C. R. Puttock
 Private W. G. Charles
 Co. S/M. H. Goodwin (2/1st S.Y.)
 45166 Sergeant T. V. Williams
 Corporal R. K. Shears

D.C.M.

45021 S/S.M.—O. C. Packer
 45139 Corporal S. H. Pickard
 Sergeant Page, (" B " 1/1st. S.Y.)
 Co. S/M.—H. Goodwin (2/1st S.Y.)

MILITARY MEDAL.

45529 L/Corporal F. P. Barnard
 45042 Sergeant L. O. Varrall
 45112 L/Corporal W. K. Parkinson

MILITARY MEDAL.—*contd.*

46812	Private E. C. Hawkes	...	...	...	...
45062	Corporal H. Everett	...	...	...	...
45229	L/Corporal E. C. Butler	...	...	...	...
45588	Private S. H. Fone	...	...	...	...
45068	Sergeant S. V. Cordis	...	...	...	...
45450	L/Corporal J. E. Deakin	...	...	...	...
	L/Corporal Fitzgerald	...	...	...	...
	Private Saunders	...	...	...	...
45520	Private T. S. Vantoll	...	...	...	...
45798	Corporal C. Stonard	...	...	...	...
45304	A/Sergeant A. E. Moulton	...	...	...	...
	Sergt. H. Thomas (2/1st)	...	...	...	...
	L/Corporal Stanford (2/1st)	...	...	...	...
	L/Corporal Dixon, deceased (2/1st)	...	...	...	...
	L/Corporal Castle (2/1st)	...	...	...	...
	Private P. Rowntree (2/1st)	...	...	...	...

MERITORIOUS SERVICE MEDAL.

45129	Sergeant G. A. Banks	...	...	...	...
	Sergeant Pierce (2/1st)	...	...	...	...
	R/S.M.—J. C. Rawdon	...	...	...	...

MEDAILLE MILITAIRE.

498	S.Q.M.S.—T. E. Barnard	...	...	...
1900	L/Corporal C. Langlands
4226	R.S.M.—S. J. Lawrence

CROIX DE GUERRE.

Sergt. Hanson (2/1st)
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BRONZE MEDAL OF CROWN OF ITALY FOR VALOUR.

45529	L/Corporal F. P. Barnard
	Sergeant E. E. Gingell

Name.	Rank.	
Olive, Theodore Bertram	Lt.-Col.	Mention 1st Jan., 1916. Military Cross, 14th Jan., 1916. Brevet Major, 4th June, 1917. Mention 21st July, 1917. Military Cross for gallant and distinguished services with 3rd Hussars. Later C.O. 16th Corps Cavalry Regt. (Salonica).
Calvert, Charles Archibald	Major.	Mention 22.6.15 ; D.S.O., 25.6.15. D.S.O. for gallant and distinguished services during the second battle of Ypres.
Borwick, George Oldroyd.	Major	Mention, 22.6.15. Mention, 1.1.16. Mention, 21.7.17. D.S.O. for consistent good work when commanding his squadron in France and Macedonia since Jan., 1915, especially at Barakli Dzuma on Oct. 31st, 1916, when he displayed courage and cool judgment when protecting the flanks of attacking troops.
Bell, Eastman.	Capt.	Mention, 1.1.16. Military Cross, 1.1.17. Military Cross for great gallantry and determination during the demolition of the Angista Station Bridges, and the subsequent retirement.

Name.	Rank.	
Hill, Arthur Frederick.	Lieut.	Military Cross, 1.1.16. For crossing the Struma with a small patrol by the ferry, and penetrating the Bulgar position to warn one of his reconnoitring parties of the rapid advance of the enemy.
Horne, Alan Edgar.	Capt.	Croix de Guerre with Palme, 27.1.17, and Military Cross. During a demonstration against Barakli Dzuma, 11.10.17. He was ordered to cover the right flank of the attacking infantry with two troops. He performed the task with conspicuous success, holding off a flank attack, and subsequently fighting a rearguard action for 1½ hours against superior forces. The infantry commander called the attention of his squadron leader to the services rendered and success obtained by this officer.
Druce, Alan Frederick.	Lieut.	Military Cross, 8.10.17. For continuous good work on reconnaissance and gallantry in action, particularly on August 21st, 1917. On this day he conducted a reconnaissance close to the Bulgar support line. A man's horse fell, throwing his rider heavily, and this officer stopped under heavy fire to help the man out of action. The man was badly shaken and scarcely able to walk, and undoubtedly without Lt. Druce's help he would have been

Name.	Rank.	
Walker, (2/1st), Hector Stuart. (attached 12th E. Surrey Regt.).	2nd Lt. (T/Capt,)	<p>killed or captured. Lt. Druce has done much valuable patrolling and has invariably shown quickness, pluck and initiative.</p> <p>Military Cross, date of <i>Gazette</i>, 26th Sept., 1917. During a hostile counter-attack he acted with great courage and devotion, collecting and bringing up Bttn. headquarters under heavy shell fire, issuing them with bombs and ammunition, and leading them into the firing line. He then rendered invaluable service in reorganising the line and in giving fire orders after the advance and arranging for the consolidation of the line.</p> <p>Bar to M.C., date of <i>Gazette</i>, 16th Sept., 1918. For conspicuous gallantry and devotion to duty. With two companies he organised a line covering the approaches to a village, thus enabling his battalion to hold its position during repeated enemy attacks. He set a fine example of cheerfulness and devotion to duty.</p> <p>N.B.—With reference to this officer's awards, the Colonel of his battalion (12th E. Surrey Regt.), writing from the front on 20th June 1917, says: "Capt. Walker is one of my best officers, and did awfully</p>

Name.	Rank.	
		well in the battle on the 7th inst., for which I have recommended him to receive a decoration. As the battalion has captured 5 guns lately I am claiming these on my arrival in England next month, and will make arrangements to present one to the Surrey Yeomanry, in recognition of their <i>good services</i> with this battalion."
		(Signed) E. KNAPP, Lt.-Col.
Lawrence, S. Joseph.	R.S.M. 4226.	Medaille Militaire, 17.1.16. Mention, 29.1.16. Mention, 13.7.16. The Medaille Militaire was presented to this N.C.O. at Mudros by General Bruland, commanding French Division at Gallipoli.
Barnard, Thomas E.	S.Q.M.S. 498	Medaille Militaire, 24.2.16, for services with the Town Major of Ypres during second battle of Ypres.
Barnard, Francis Perrepont.	L/Corp. 45529	Military Medal, 2.11.16. Bronze medal of Crown of Italy, 5.3.17. During the attack on Barakli Dzuma, 31.10.16, O.C., York and Lanc. Regt. sent him with a message to one of the companies which were heavily engaged. On his way he took another message from a wounded comrade and delivered them both, walking along the firing line to do so. For 3 hours he was under <i>heavy</i> rifle and machine gun fire.

Name.	Rank.	
Langlands, Charles	L/Corp. 1900	Medaille Militaire, 0.0.15, for services with the Town Major of Ypres during the second battle of Ypres.
Varrall, Lewis Oswald.	Sergt. 45042.	Military Medal, 21.9.16, for coolness and gallantry in a patrol action near Tuzla White House. He gave material assistance to his squadron leader, whose horse had become unmanageable.
Johnson, Geoffrey Enoch.	45752	Thanked in Army Orders for saving life at sea.
Gingell, Ernest Edward.	Sig. Sgt. 45213	Bronze Medal of the Order of the Crown of Italy, 5.3.17. For gallant conduct and skilful leading of a small party of men during a rear-guard action fought by two troops of his squadron to cover the retirement of the York. and Lancs. Regt. after a demonstration against Barakli Dzuma, 31.10.16.
Banks, Gordon Albert.	Sergt. 45129.	Meritorious Service Medal, 1.6.17. For excellent work on patrol. He has frequently given valuable information in an unusually clear and accurate manner. He can be relied on at all times.
Parkinson, William Kelsey.	L/Corp. 45112	Military Medal, 7.7.17. For gallantry and devotion to duty in the field. On 18.6.17, this N.C.O. was sent with a patrol to reconnoitre Bala and Zir. On entering Zir,

Name.

Rank.

which was strongly held by the enemy, his patrol, owing to the large amount of wire and trenches, was obliged to pass through a single gap. While doing so, they were heavily fired on by the enemy concealed in the trenches and houses along the road. One of the patrol was wounded. This N.C.O. decided that a return through the gap would entail more casualties, so galloped through the enemy and village, though encumbered with a wounded man. By his prompt decision he extricated his patrol from a dangerous situation. This N.C.O. has consistently shown coolness and resource under fire.

Hawkes,

Edward Charles.

Pte.

45812.

Military Medal, 23.8.17. While reconnoitring Hristian on Aug. 19th, 1917, his horse was shot through the neck and dropped, pinning his leg to the ground, about 20 yds. from a trench full of Bulgars. The Bulgars shouted to him to surrender. Though in an apparently hopeless position, Pte. Hawkes drew his revolver, and fired at the Bulgars, who were showing over the parapet. They then took cover and fired at him, putting three bullets through his clothes or equipment. One Bulgar jumped out of the trench with his rifle and Pte. Hawkes

Name.

Rank.

promptly shot him and he fell back into the trench. This shot caused his horse, which was not dead, to move, and Hawkes succeeded in getting his leg clear. He then fired his remaining rounds over the trench to keep the Bulgars down, and, aided by long grass and rough ground, succeeded in making his escape. This man has consistently shown pluck and enterprise.

Pickard,
Sidney Herbert.

Corp.
45139

Distinguished Conduct Medal, 6.9.17. For consistently good work and conspicuous gallantry, notably on three occasions, early in July, Aug. 19th, Aug. 27th. On the first two occasions he was surrounded in the village of Hristian, and each time managed to extricate himself and his patrol by his prompt decision and dash. On Aug. 27th, at Jenimah his patrol was heavily fired on. While withdrawing according to his orders, his left flankers got into difficulty with some new Bulgar wire, and in face of heavy fire, Corp. Pickard went to their assistance, dismounted, and cut their horses free. He then galloped across in full view of the enemy, and, still under fire, to ascertain that his right flank was safe. By so doing he withdrew his whole patrol without loss. At all

Name.	Rank.	
Everett, Harold.	Corp. 45062	<p>times this N.C.O. has shown great dash and pluck.</p> <p>Military Medal, 13.10.17 On July 29th, 1917, this N.C.O. was reconnoitring Hristian with five other men. His flankers had encircled the village and seen nothing, and the troop had advanced and dismounted with two Hotchkiss guns. At this moment Corp. Everett discovered there was an ambush in the village. He immediately sent a messenger to his troop leader, and himself galloped off to extricate his flankers. To do this he had to go through a corner of the village at point blank range of rifle fire from the trenches and houses. Corp. Everett succeeded in extricating his left flankers without loss and ordered them to withdraw.</p> <p>Soon afterwards the horses of his troop were shelled and stampeded. Corp. Everett, being the only mounted man on the spot, succeeded in rounding up the horses, still under heavy rifle and shell fire, and thus extricated the automatic rifles and the dismounted party, on whom 40 to 50 of the enemy were already advancing from the village. This N.C.O. has on all occasions shown the utmost gallantry, coolness and resource.</p>

Name.	Rank.	
Butler, Eric Charles.	L/Corp. 45229	Military Medal, 28.9.17. On Aug. 28th, 1917, when reconnoitring Jenimah his patrol was heavily fired on. L/Corp. Butler so handled his patrol that although one man and two horses were killed, and two men and one horse were wounded, no man fell into the hands of the enemy. L/Corp. Butler on this, as on all occasions, showed the most absolute disregard of personal danger.
Fone, Sidney Harold.	Pte. 45588	Military Medal, 26.10.17. On August 27th, 1917, while reconnoitring Jenimah, the patrol he was in came under sudden heavy fire at close range. Pte. Fone and another man were on the right flank close up to the enemy. While the fire was at its hottest and the range about 50 to 60 yards, the other man's horse fell and rolled on the rider. Pte. Fone instantly went to his comrade's assistance and although the man was dazed by the fall, got him up behind him on his horse and brought him in.
Cordis, Stanley Victor.	Sgt. 45068	Military Medal, 22.9.17. For gallantry and devotion to duty at all times, particularly on Sept. 13th, 1917, near Jenimah. Whilst protecting the right flank of a patrol he was attacked by six Bulgars,

Name.

Rank.

who came suddenly on him out of the hedge, five to ten yards away. He dispersed them by firing his revolver and killed one, thus saving a portion of his patrol. Throughout this operation his reconnaissance was invaluable, and was carried out under difficulties owing to a thick mist.

Deakin,
James Eric.

L/Corp.
45450

Military Medal, 20.10.17. On Oct. 17th, a patrol was reconnoitring towards Ada and Kispeki. The left section under L/Corp. Deakin was heavily fired on by rifles and rifle grenades, at a range of about 150 yds. from a post South of Ada. A private's horse was killed and fell, pinning the man underneath. L/Corp. Deakin extricated him from under his horse, and seeing he was badly shaken and unable to walk, gave him his own horse on which to ride away. Previous to this, on the enemy opening fire, the horse ridden by another man bolted towards Kispeki (which was held by the enemy) and L/Corp. Deakin helped him to get his horse under control by heading him off. His prompt action on each occasion enabled the whole of his section to get away with the loss of one horse only.

Name.	Rank.	
Goodwin, H.	... Co. S/M.	(2/1st S.Y., attached E. Surrey Regt.). Distinguished Conduct Medal, 15.4.16. For conspicuous bravery and initiative on the morning of April 11th in the operations near Pleogstreet Wood. This warrant officer, Coy. Sergt.-Major Goodwin, so effectively rallied and reorganised his men after his officers had become casualties, that the enemy advance was checked for over five hours. His conduct throughout the day and his utter disregard of all personal danger was magnificent.
Vantoll, T. S.	Pte.	On 18th Sept., 1918, he was mounted orderly to an officer with the attack of the Cretan Division. He was continually under fire, constantly passing through "barrage fire." He displayed the utmost coolness throughout. His horse was lost and he continued his duties on foot, only admitting that he had been suffering from fever when admitted to hospital at the close of the day's operations. This incident is typical of a consistently fine record of gallantry and devotion to duty since the commencement of the war.
Stonard, C.	Corp.	On 22nd Sept., 1918, whilst reconnoitring the Bulgar positions on the

Name.

Rank.

Blaga Planina, his patrol reconnoitring Akinzali village, came under intense shell fire. Cover from observation from the Beles was impossible. In spite of the confusion of killed, wounded and stampeding horses, Corp. Stonard rallied and organised the men of his section and carried on with his reconnaissance. This is typical of a consistent good record of coolness and gallantry on patrol since the commencement of the war.

Moulton, A. E.

A/Sergt.

The same act of gallantry as Corp. Stonard.

Awarded Military Medal by G.O.C. in C. in recognition of their gallantry and devotion to duty in the field.

N.B.—We regret it has been found impossible to obtain details of the winning of awards by numerous other recipients.—Ed.

APPENDIX III.

HUNTING, RACING AND SPORTS ON ACTIVE SERVICE.

The history of the Surrey Yeomanry on active service would not be complete without some reference to the lighter side of soldiering during the War period. In 1914 it did not occur to either officers or other ranks that their sojourn in the War area would give any opportunities for indulging in the sports and games that they had been accustomed to in pre-War days. In fact it seemed to be the general idea that modern warfare should consist of continuous periods of fighting, recovering from it and preparing for it, whereas there had to be long drawn out periods of boredom, during which, in the very early days, it became apparent that something must be done to amuse the troops. Very soon after "B" Squadron landed in January, 1915, a football match was played against "A" Squadron. Football always seemed to be the easiest game to organise and successfully carry out, the reason for this probably being that all that was necessary was to carry a ball about and improvise goal posts where any suitable piece of ground could be found. Although this one match was played in the early days, no effort seems to have been made to carry on the good work, probably because as previously stated, the subsequent boredom had not descended upon everybody to the extent that it did later on.

In each of the Squadron billets, inter-troop jumping competitions were held from time to time and these not only provided an interest for all ranks but certainly tended to

improve the riding of the men and handiness of their horses. Later in the year 1915, after the second Battle of Ypres, "B" Squadron officers were able to organise a certain amount of polo. These games were played on a rather rough field just north of Westontre, but owing to the state of the ground a miniature football (used in the ordinary way in England for training young ponies) had to be substituted for the regulation polo ball. Matches were played with the K.O.Y.L.I. and the Buffs, and gave a great deal of amusement to all concerned. The tragedy following the match with the Buffs brought home to everyone the fact that whilst recreation may be and always is essential on active service, that the War side can never be forgotten. All the four officers representing the Buffs that day were subsequently killed during the first hour or so when the 28th Division were engaged at the Battle of Loos.

Perhaps the only other sporting incident connected with the period in France and Belgium was the very amusing race meeting got up at a moment's notice near Hazebruck, when "B" Squadron were sent down to extinguish the fire that had occurred at one of the large A.S.C. dumps. (This incident has been referred to in the history of the Squadron.) Unfortunately the results of the races are not on record, but the course was over a piece of level ground about three furlongs in length, and as on the average each race had something like 30 starters, the variety of styles displayed by some of the jockeys can be easily imagined. At any rate, their rival abilities, both those who were victorious and those who were not, were discussed long after lights out for a considerable period after the meeting. The only other record of a race meeting held in France, although it is thought by far and away the most interesting, is that of the "New Epsom September Meeting," so described, held on September 9th, 1916, "somewhere in France"—there is no harm now in saying that near Bavielincourt, between Albert and Amiens, was the scene of this interesting event. Lieut.-General Sir W. Poulteney,

K.C.B., D.S.O., was the patron, and amongst the stewards figured the names of Major R. Bonsor (commanding "C" Squadron) and Capt. A. Chichester, M.C. (also a "C" Squadron officer). It is particularly interesting to note that the starter was Lord Hamilton of Dalzell, K.C.V.O.

A glance through the card will show that S.Q.M.S Clarke ("C" Squadron) won the first race, a very good start for the meeting at which "C" Squadron was successful in three races, second three times and third twice. Apropos this meeting, it should be mentioned that the particulars and card printed herewith, have been furnished to the author by the kindness of Cpl.—late Sergt.—Nightingall (the well-known Epsom trainer) who rode his own horse Peter into third place in the Chateau Open Sweepstakes, thereby reminding the troops that the great name held by his family as steeplechase riders for several generations could be well maintained even if upon this occasion the distance was five furlongs on the flat.

[Facsimile of actual Programme.]

PRICE : 1 franc.

THE
NEW EPSOM SEPTEMBER MEETING
HELD BETWEEN ALBERT AND AMIENS
SATURDAY, SEPT. 9th, 1916

PATRON

Lieut. Gen. : SIR W. P. PULTENEY, K. C. B., D. S. O.

STEWARDS

Brig. Gen. : C. F. ROMER, C. B., A. D. C.

Lieut. Col. : R. H. TILNEY, T. D.

Major : R. BONSOR.

Captain : W. W. T. TORR, M. C.

Lieut. : G. C. H. DAVY.

JUDGE

Brig. Gen. : P. O. HAMBRO.

STARTER

Capt. : LORD HAMILTON OF DALZELL, K. T., C. V. O.

CLERK OF THE COURSE

Major : F. C. A. HURT.

STAKE HOLDER

Capt. : A. CHICHESTER.

CLERK OF THE SCALES

Lieut. : R. G. PARKER, T. D.

SECRETARY

Lieut. : J. STANNING.

SEE RULES ON LAST PAGE

FIRST RAOE

2 p.m.—**THE RED ROSE REGIMENTAL PLATE** of 100 francs, of which 25 francs goes to the second. For horses which have been regularly ridden for one month before closing of entries by W. O's or N.C.O.'s of the regiment. Owners up.

Catch weights 12 st. or over.—Entrance : 2 fr. (25 entries) 5 furlongs.

1	Sergt. Cornthwaites'	DOLLY II.
2	Corpl. Sherwood's ch. g. . . .	*PALE FACE.
3	Sergt. Holmes'	JENNIE.
4	Sergt. Farron's b. g. . . .	BOBBIE.
5	Sergt. Harison's bl. g. . . .	DARKIE.
6	Corpl. Harris' gr. g. . . .	SENSELESS.
7	Corpl. Knowles' ch. m. . . .	FANNY.
8	Sergt. Parkers' b. g. . . .	*CARRIER PIGEON.
9	Sergt. Pearsons' b. g. . . .	SANOPER.
10	F.Q.M.S. Tomkins' b. m. . . .	BOLTON TROTTER.
11	Sergt. Bowes'	MARIE.
12	Sergt. Hellers' b. g. . . .	BILLY.
13	Corpl. Fowlers' ch. m. . . .	THE BUD.
14	Sergt. de Courcey's	GLADYS II.
15	Corpl. Waldrons' b. m. . . .	*GLADYS.
16	S.Q.M.S. Locks' ch. m. . . .	GINGER BREAD.
17	S.S.M. Clarkes' br. g. . . .	*PETER.
18	Sergt. Mather's b. g. . . .	COBBLERS WAX.
19	Sergt. Howard's b. g. . . .	ROBIN.
20	Sergt. Blythe's	MIDGE.
21	Sergt. Jones' ch. m. . . .	DOLLY.
22	Sergt. Raynor's br. g. . . .	DANCING MASTER.
23	Sergt. Morris' b. m. . . .	HELOISE.
24	Sergt. Scutts'	
25	Sergt. Muirhead's b. g. . . .	TOMMY.

FIRST—17.

SECOND—2.

THIRD—15.

N.B.—All horses shown marked with * are "C" Squadron Surrey Yeomanry.—Ed.

SECOND RACE

2.30 p.m.—**THE HURLINGHAM SCURRY** of 125 francs, of which 25 francs goes to the second. For Ponies which have been played at Polo on the Regimental Ground previous to 28th August, 1916. To be ridden by officers.

Catch weights 12 st. 7 lbs. or over.

Entrance: 20 francs (15 entr.)

3 furlongs.

1	Capt. J. E. Greenall's br. g.	CORNER BOY.
2	Lieut. B. W. Heaton's' ch. g.	RAJAH.
3	Lieut. P. Boddingtons' gr. g.	RATTLE.
4	Lieut. D. H. Davy's br. m.	MISS LE NEVE.
5	Lieut. J. Stanning's ch. g.	DECCA.
6	Lieut. G. C. H. Davy's b. g.	UPTON.
7	Capt. C. F. Birley's ch. m.	WOODBINE.
8	Lieut. F. N. Percival's b. m.	KITTY.
9	Lieut. A. M. Brown's b. g.	FIREFLY.
10	Lieut. C. Gwyer's b. g.	CHIPS.
11	Capt. N. Furlong's b. m.	JULIA.
12	Lieut. A. R. J. Mellor's b. m.	*ZENA.
13	Capt. N. Furlong's ch. m.	GABY.
14	Major W. E. Royd's br. m.	ROSIE.
15	Major F. C. A. Hurt's gr. g.	SULTAN.

FIRST—4.

SECOND—

THIRD—

THIRD RACE

3.15 p.m.—**THE NEW DERBY STAKES** of 500 francs, of which 50 francs goes to the second For horses of the Allied Forces to be ridden by officers.

Catch weights 12 st. 7 lbs. or over.

Entrance : 25 francs (28 entries).

1 1/2 miles.

1	Capt. A. W. F. Walker's br. g.	. . .	MICHAEL.
2	Major R. Bonsor's br. g.	. . .	*RUFUS.
3	Lieut. R. G. Parker's b.m.	. . .	LADY BING.
4	Capt. J. M. Dawson's b. m.	. . .	MAIDIE.
5	Lieut.-Col. R. H. Tilmey's b. g.	. . .	GREY DAWN.
6	Capt. W. W. T. Torr's b. m.	. . .	GISELE.
7	Major W. E. Royds' ch. g.	. . .	GINGERBREAD.
8	Capt. Eadie's gr. g.	. . .	GREY TICK.
9	Major Pawson's gr. m.	. . .	PHYLLIS.
10	Capt. N. Furlong's ro. g.	. . .	TIM.
11	Capt. Abell's ch. m.	. . .	EILEEN.
12	Capt. C. F. Birley's b. m.	. . .	MEDLAR.
13	Lord Hamilton of Dalzell's b. g.	. . .	CRUMP.
14	Lieut. C. B. Kidd's ch. g.	. . .	MEX.
15	Capt. Vernon's br. m.	. . .	PARMA VIOLET.
16	Lieut. A. R. J. Mellor's b. m.	. . .	*MAGIC.
17	Capt. Freeman's b. g.	. . .	TIM HEILLY.
18	Capt. McMenamin's b. g.	. . .	WARIAN SINGH.
19	Brig.-Gen. P. Hambro's b. g.	. . .	GEORGE.
20	Lieut. G. C. H. Davy's ch. g.	. . .	BRONZE.
21	Lieut. H. R. Morgan's ch. g.	. . .	PIP EMMA.
22	Lord Linlithgow's b. g.	. . .	PETIT.
23	Capt. R. A. B. Henry's ch. g.	. . .	POPERINGHE.
24	Lieut. G. Heasman's	. . .	BILLY.
25	Capt. Freeman's b. g.	. . .	PAT.
26	Capt. W. Hammersley's ch. g.	. . .	LITTLE TICH.
27	Capt. Fox's ch. m.	. . .	PEGGY.
28	Lieut. C. Gwyer's ch. g.	. . .	MILKMAN.

FIRST—5

SECOND—23.

THIRD—

There will be a parade before this race.

X

FOURTH RACE

3.45 p.m.—**THE GUILDFORD REGIMENTAL HURDLE RACE** of 250 francs, of which 50 francs goes to the second. For horses belonging to the Regiment. To be ridden by Officers of the Regiment.

Catch weights 12 st. 7 lbs. or over.

Entrance : 25 francs (14 entries).

1 mile.

- | | | | |
|----|----------------------------------|-------|--------------|
| 1 | Lieut. A. R. G. Mellor's b. g. | . . . | *JIM. |
| 2 | Lieut. G. C. H. Davy's b. g. | . . . | ALBERT. |
| 3 | Lieut. B. W. Heaton's ch. m. | . . . | RICKETY KATE |
| 4 | Major R. Bonsor's br. g. | . . . | BONESHAKER. |
| 5 | Major F. C. A. Hurt's gr. g. | . . . | LUCIFER. |
| 6 | Lieut. P. Boddington's ch. m. | . . . | MOLLY. |
| 7 | Lieut. W. W. Wainwright's br. g. | . . . | THE CLOWN. |
| 8 | Lieut. H. W. Sanderson's b. g. | . . . | STYLO. |
| 9 | Lieut. C. B. Kidd's ch. g. | . . . | *MEX. |
| 10 | Lieut. J. Stanning's b. g. | . . . | CHIPS. |
| 11 | Lieut. B. Sanderson's b. g. | . . . | QUEENS BAY. |
| 12 | Capt. C. F. Birley's g. g. | . . . | BUND O'BUST. |
| 13 | Lieut. C. Gwyer's ch. g. | . . . | MILKMAN. |
| 14 | Lieut. J. R. H. Roberts' ch. g. | . . . | PILCHER. |

FIRST—3.

SECOND—1.

THIRD—

FIFTH RACE

4.15 p.m.—**THE TROOPERS' REGIMENTAL FLAT RACE** of 100 francs, of which 25 francs goes to the second. For bona fide troopers' horses. Owners up.

Catch weights 11 st. or over. Entrance 1 franc (58 entries). 3 furlongs.

1 Pte. Cryer's b. m.	DAISY II.	31 Pte. Sinclair's b. m.	LEO
2 Pte. Patterson's b. g.	HERBERT	32 Pte. Tudor's ch. g.	TOM TIT
3 Pte. Whitham's	PEGGY	33 Pte. Watt's ch. g.	PETER II.
4 Pte. Irving's b. m.	GERTIE	34 Pte. Dale's b. g.	PILLOCK
5 Pte. Jennings' ch. g.	*FLYAWAY	35 Pte. Vickerstaff	
6 Pte. Trott b.m.	MARJORY	36 Pte. Bradbury.	
7 L.-cpl. Suttin's b. g.	NORMAN	37 Pte. Turner's b. g.	UPTON
8 Pte. Clarke's br. m.	ROSIE	38 L.-cpl. Hartley's b. g.	RONNIE
9 Pte. Landless'	DIGNITY	39 S. S. Hornby's b. m.	JENNY
10 Pte. McMenemy's ch. g.	RABBIT	40 Pte. Riley's	FRECKLES
11 Pte. White's		41 Pte. Black's	JACKY
12 Pte. Maul's b. g.	*RED SEAL	42 Pte. Smith's b. m.	DAISY
13 Pte. Elms' b. g.	*TOM.	43 Pte. Bibby's ch. m.	GINGER
14 Pte. Croston's	ROBERT	44 L.-cpl. Buckley's b. g.	YOUNG BUCK
15 Pte. Goulesborough's	BIDDY	45 Pte. H. Sharratt.	
16 Pte. Ramsbottom's b. g.	NEDDY	46 Pte. Carter's ro. m.	SIB
17 Pte. Knowles' b. g.	DICK	47 Pte. Gregory's b. m.	BESSIE
18 Pte. Sanderson's b. g.	BILLY	48 Pte. Holland's b. m.	BRASSIE
19 Pte. Wither's	TOMMY	49 Pte. Kane's b. g.	BOB
20 Pte. Proctor's b. m.	BOOMERANG	50 L.-cpl. Tattersall's ro. g.	DIXIE KID
21 L.-cpl. Cowell's bl. g.	FRUITY	51 Pte. Bank's b. g.	SHINIO
22 Pte. Pain's b. g.	FIREWORKS	52 Pte. Bellis' b. m.	CISSIE
23 Pte. Middlebrooks b. m.	KITTY	53 Pte. Marsh's b. g.	BOB II.
24 Pte. Williams' b. m.	*MINX	54 Pte. Healey's b. g.	VELOCITY
25 Pte. Wells' bl. g.	*BONNIE	55 Pte. Hatton's b. g.	LITTLE FREDDY
26 Pte. Williams' b. m.	BELGIAN HARE	56 Pte. Taylor's b. m.	LINDY
27 Pte. Jackson's ch. g.	PETER	57 L.-cpl. Holt's b. g.	*ORBY
28 L.-cpl. Morgan's ch. m.	JOAN	58 Pte. Taylor's b. g.	JERRY M.
29 L.-cpl. G. Turner's b. g.	RUFUS		
30 Pte. Witham's b. g.	TONY		

FIRST—57.

SECOND—5.

THIRD—

x2

SIXTH RACE

5.0 p.m.—**THE INTERNATIONAL HURDLE RACE** of 350 francs, of which 50 francs goes to the second. Open to horses of the Allied Forces. To be ridden by officers.

Catch weights **12 st. 7 lbs.** or over.

Entrance : **20 franc** (**28** entries).

1 mile.

1	Capt. Eadie's gr. g.	GREY TICK.
2	Lord Hamilton of Dalzell's b. g.	SLOPPY.
3	Lieut. G. Heasman's	BILLY.
4	Lieut. C. Gwyer's ch. g.	MILKMAN.
5	Sir J. Tichbourne's ch. g.	TINY.
6	Lieut. Williams'	HUN SCRATCHER
7	Lieut. W. Heath's br. m.	TINY II.
8	Lieut. Ellison's	HUN PUSHER.
9	Capt. Fox's ch. m.	PEGGY.
10	Capt. N. Furlong's ro. g.	TIM.
11	Lieut. Woodruff's b. g.	CYCLAD.
12	Capt. Abel's ch. m.	EILEEN.
13	Capt. Vernon's br. m.	PEGGY.
14	Capt. C. F. Birley's b. m.	MEDLAR.
15	Major W. E. Royds' ch. g.	GINGERBREAD.
16	Lieut. Clarke's b. g.	MAC.
17	Lieut. H. W. Sanderson's b. g.	STYLO.
18	Capt. N. Furlong's b. g.	TELEPHONE.
19	Capt. J. M. Dawson's b. m.	MAIDIE.
20	Lieut. D. H. Davy's br. m.	MISS LE NEVE.
21	Capt. C. Gunston's bl. g.	DORANDO.
22	Capt. Vernon's br. m.	PARMA VIOLET.
23	Capt. C. F. Birley's gr. g.	BUND O' BUST.
24	Lieut.-Col. R. H. Tilney's b. g.	GREY DAWN.
25	Capt. A. W. F. Walker's gr. g.	SEAGULL.
26	Capt. W. W. T. Torr's b. g.	JUMBO.
27	Lieut. Pemberton's	HUN TICKLER.
28	Lieut. G. C. H. Davy's ch. g.	BRONZE.

FIRST—28.

SECOND—4.

THIRD—

There will be a parade before this race.

SEVENTH RACE

5.30 p.m.—**THE CHATEAU OPEN SWEEPSTAKES** of 5 francs each for entries with 100 francs added, of which 40 francs goes to the second, and 10 francs to the third. For horses other than chargers in the Allied Forces. To be ridden by W.O.'s, N.C.O.'s or Privates of the units to which the horses belong. (39 entries).

Catch weights 12 st. or over.

5 furlongs.

1 Pte. Cryer's	DAISY	20 Pte. Fitzgibbon's b. m.
2 Pte. Conroy's b. m.	B.C.	21 R.Q.M.S. Fergusson's ch. m.
3 Pte. Jennings's ch. g. *FLY AWAY		ALHAMBRA
4 Sergt. Scutt's.		22 Cpl. Nightingall's br. g. *PETER
5 Lce. Cpl. Sumner's b. m.		23 Cpl. Shepherd's bl. g. JOCK
	GOLLIKEL	24 Pte. Sharratt's
6 Cpl. McGrath's b. m.		25 S.Q.M.S. Cox's b. g.
7 Cpl. Peter's b. g. *SIR ROGER		26 Pte. Sanderson's b. g. BILLY
8 Sergt. Sherlock's b. g.		27 Lce.-cpl. Riley's gr. m.
9 Pte. Edge's ch. m. JOAN		FRECKLES
10 Pte. Morley's br. m. ROSIE		28 Lce.-cpl. Cowell's bl. g. FRUITY
11 Cpl. Sherwood's br. g.		29 Sergt. Bowes' MAIRIE
	*RED HERRING	30 Sergt. Holmes' JENNY
12 Entered by R.F.A. b.g.		31 Pte. Proctor's BOOMERANG
13 Sergt. Leaver's br. g. JIM		32 Entered by R.F.A. bl. m.
14 Lce.-cpl. Pearce's b. g. MICK		33 Sergt. de Courcey's
15 Sergt. Muirhead's b. g. TOMMY		34 Pte. Jenkyn's br. g. FARNHAM
16 Cpl. Jones's FLAMMENWERFER		35 Pte. Dale's b. g. PILLOCK
17 Cpl. Brown's ch. m. KITTY		36 Sergt. Cornwaite's DOLLY II.
18 Sergt. de Courcey's ch. m.		37 Entered by R.W.Y.
	GLADYS	HUN HUNTER
19 Pte. Tudor's ch. g. TOM TIT		38 Pte. Hough's b. m. GIRLIE
		39 Pte. Whitham's PEGGY

FIRST—11.

SECOND—2.

THIRD—22.

EIGHTH RACE

6.0 p.m.—**THE BIG PUSH CONSOLATION STAKES** of **125** francs. For horses which have competed in any race at the meeting and which have won no prize.

Catch weights **12** st. or over. Post entries **15** francs. **4** furlongs.

RULES OF THE MEETING

1. Spectators are on no account to ride on or near the course during the meeting.
2. No one will be allowed in the saddling enclosure except officials, owners, riders and men in charge of horses.
3. The saddling bell will be rung a quarter of an hour before each race is timed to start.
4. Horses will be taken into the saddling enclosure when the saddling bell for the preceding race to that in which they are starting is rung. Numbers corresponding to those on the race card will be given at the gate of the saddling enclosure to the person in charge of the horse and will be worn by him on the left arm. This number will be worn by the rider of the horse on his RIGHT arm in the race. This rule does not apply to the fifth race.
5. The numbers on the card have been drawn. Horses will face the starter in the order on the card, N^o 1 on the left.
6. Winnings will be paid over at the winning post at the conclusion of the meeting.

An interesting extract from a letter written home by Capt. Noel Furlong gives some idea of the third race, viz., the "New Derby Stakes." It runs as follows:—

"It was a very well run meeting. A band, parade ring, pari-mutuel, etc. The second race was won by Davy's Wiltshire Yeomanry Miss Le Neve, ridden by Jack Anthony. The Chief event was the third race, the 'New Derby Stakes.' In this was a horse called Poperinghe, belonging to Henry of the North Irish Horse. This horse came with a big reputation, having the previous week beaten my horse Tim, who was quite a useful point to point class. Poperinghe started a hot favourite ridden by Rex Smart. He made the running followed by Vernon's Parma Violet (S. Irish Horse) but to the consternation of their backers, having led all the way, instead of turning into the straight they proceeded to go round again. Colonel Tilney's (D.L.O.) Grey Dawn, who had been lying third, remained on the proper course and won, Poperinghe being eventually second. On Parma Violet's running with Poperinghe up to the time they went wrong, we thought we had a certainty for the Consolation Stakes, and backed our mare at sixteens, but were beaten by a head."

It is interesting to note that Lord Hamilton of Dalzell recently brought forward a Bill for the use of the totalisator in England. Whether the promoters of the "New Epsom September Meeting" of war-time fame can claim that their success upon that occasion prompted him to do so, is a point that must be left to the imagination of our readers.

The above short resumé of the lighter side of life in France seems to be all that is available during that period except perhaps a good deal of amusement and a number of falls after the Battle of Loos when "B" Squadron were in billets just behind the line. It was then decided to send out parties consisting of one officer and four men to ride across country much in the same way that they would have done out hunting at home. The officer in charge of each of these parties of course

took particular care to see that no damage was done to the crops upon farms over which they rode and a great deal of very useful practice in riding was acquired by the men whose training had not included lessons in riding across country.

The history of the Salonica campaign contained more of a sporting nature than that confined to France and Belgium. This is not altogether surprising when one remembers that for a very long period the Army in Salonica was in a measure inactive. The Cavalry, although called upon to do more work in the field during this period than the previously sorely tried infantry, nevertheless nearly always had a sufficient number of men in camp to be able to give a good deal of attention to recreation and amusement. Football was again the easiest and most popular game and there was never any difficulty in finding a suitable piece of ground upon which the teams could play. Many more matches between "A" and "B" Squadrons were of course played and very keenly contested, and also a league was formed in which inter-troop matches were played with great success. Cricket, on the other hand, was much more difficult, and it was not until the summer camp at Kopaci was formed in 1917 that a suitable piece of ground could be found to play upon. Then of course came the difficulty of securing the necessary pads, bats, etc., England being far too out of touch for these sort of things to be secured at short notice. The Expeditionary Force Canteen came to the rescue and supplied a certain amount of material. Again most of the matches were inter-squadron and inter-troop. One very interesting game, however, took place with the Derbyshire Yeomanry, and although the Surreys were unsuccessful it ended in a very close finish. It may be interesting to note that G. R. Jackson, present Capt. of the Derbyshire County C.C.—represented his regiment in this match. Whilst a great deal of attention was given to outdoor games, it was felt that some evening recreation was necessary to amuse the troops as well (and a concert party was started and success-

fully carried on for two years, the promoters being Lieut. A. Druce and Private Martin, both of "A" Squadron. They not only provided entertainments for their own regiment and the 7th Mounted Brigade, but became so well known that they were on more than one occasion invited to perform to the other troops of the 16th Corps, at the theatre that had been improvised at Corps head-quarters.

Polo again came into its own during the Salonica campaign. A suitable ground was found about a mile from the camp, and as soon as it was discovered that this could be kept going, Padre Boyd, M.C., attached to the 7th Mounted Brigade, left for Salonica in a Ford car, returning a few days later laden with polo sticks and balls that he had been able to secure from friends in the Navy who had recently landed from Egypt. Matches were arranged with the Derbyshire Yeomanry and Scottish Horse. The names of some very well-known polo players in England figured in the teams, namely, General Neilson, 4th Hussars, commanding 7th Mounted Brigade, and Lieut.-Col. Railston, one of England's best known polo players. The drawback of this game was that the ground soon cut up badly and the only means available of getting it in order was a light Greek roller drawn by that useful animal—the army mule. Colonel Railston, therefore, conceived the idea that it would be amusing to play on a piece of ground about two miles in front of our then defended line adjacent to the Struma River and in the area that was being daily patrolled by the Surrey Yeomanry. His idea was that the patrols would make the ground *good*, and if, as was often the case, no brush with the enemy occurred it would be assumed that the ground was safe to play on, although, of course, it was within full view of the Bulgar observation posts and well within range of their artillery. However, the desire for polo overcame doubt as to how the Bulgar would receive this game and two matches were played successfully on the ground. It might have been possible to continue with some more had it not

been that an enthusiastic infantry officer decided that if you could play polo on a piece of ground in observation of the enemy there was no reason why you should not be able to drill a company of infantry on the same site. This, however, failed to appeal to the Bulgar's sense of humour, and the ground was shelled heavily and spoilt for polo. Apropos the enemy's attitude to sport, Major Brook, M.C. (of the K.O.Y.L.I.) was successful in getting some of the officers in the Navy to bring out from France six couples of Beagles that he had had there in 1914 and as he managed to breed two litters of puppies from them, in a very short time they became a small pack of hounds. These he hunted on every possible occasion in the Struma Valley. Sometimes behind the line and sometimes in front of it after the Cavalry patrol had made the area safe. Upon one occasion, however, the Beagles hunted a hare to within 100 yards of a Bulgar trench held by a company of infantry. Major Brook's opinion of his Beagles was much higher than that he held for the enemy shooting, so he proceeded to canter to within two or three hundred yards of the trench, blowing his horn to get the hounds back! Here again the Bulgar displayed a most extraordinary knowledge of the British idea of sport as they not only refrained from shooting at the hare, but stood up and cheered the huntsman. Hunting was looked upon with favour by the Higher Command and on a good many occasions the Corps Commander, General Briggs, attended meets of these hounds and enjoyed himself thoroughly. On one occasion, Lt.- Gen. Sir George Milne, commanding the British Army in Salonica, came up and had a day with Major Brook's hounds. Hunting was conducted on all occasions on precisely the same lines as it is to-day in the most fashionable "countries" in England. It was always treated seriously and never as a joke, and anybody who came out and laughed at some of the obvious mistakes made was quickly taught that his room would be preferable to his company. Another pack of hounds was started a little later by Colonel

Railston (Scottish Horse). His method was slightly different. Having discovered that Prince Paul of Serbia had some years before brought out a pack of harriers, and that upon their being given up they had got into the hands of the natives who used them one or two at a time to hunt hares whilst they themselves laid up in a convenient ambush and shot the animal when it came round, Colonel Railston decided that this was not the way it should be done and sent out interpreters to collect these hounds and bring them into camp. The result was that $2\frac{1}{2}$ couples were collected. To these he added every conceivable cur dog that could be found that looked as if it could gallop at all. At times he had 20 or 30 couples in kennel. Kennel of course sounds a grand word, but it was really a disused farm close to his billet. His method of maintaining a pack of hounds was to go hunting on any convenient day taking all these creatures with him and hunt anything that got up, foxes, hares, cats, etc. When not engaged in fighting one another they always hunted their quarry by sight. If they were not successful in catching it, the harriers came up and hunted the line until it was fresh found and often killed. It was quite extraordinary the number of kills recorded by this bobbery pack and a great deal of fun was provided for those who were allowed to go out.

The Struma Valley provided really marvellous opportunities for shooting, every conceivable kind of wild fowl being found there, also pheasants, partridges, and hares, the difficulty about shooting being that cartridges were at all times very hard to obtain, but a few could be got from the Expeditionary Force Canteen and others were brought out by officers returning from leave. Capt. Eastman Bell, "A" Squadron, took to shooting so seriously that he actually gave up a leave to England to go on a shooting expedition in the neighbourhood of Stavros. This staggering act of keenness was never repeated by any other officer in the Regiment—but he was certainly rewarded by having some truly wonderful sport. Other officers

contented themselves with shooting purely for the pot, and the usual practice was for one of them not on duty to go out, accompanied by two mounted orderlies, and shoot behind the daily patrol. In this way the somewhat dull army ration was considerably augmented, and not only did the officers concerned get some enjoyable sport but the mess benefited to a very considerable extent.

Upon one occasion when returning home from patrol, Lieuts. Colman and Newton managed to kill with their swords a wild boar. This was brought into camp in great triumph, and it was hoped would provide a delicacy for the mess. Guests were invited, but unfortunately neither of the slayers were aware of the fact that wild boar cooked under active service conditions resembled very much what one might have expected in trying to eat a brown boot!! So that the slaughter of the animal gave considerably more entertainment than his eventual appearance on the mess dining table.

Racing was not looked upon with favour by the "Powers that Be" in Salonica Higher Command, the reason for this being that some of our numerous Allies were inclined to think that a race meeting was not in keeping with the more serious side of modern warfare, although it has never been recorded, so far as we are aware, that they actually performed any special feats in the field that had been neglected by their British Allies. The mind of the soldier of all ranks, however, works in the direction of what he wishes to attain, and the difficulty was got over by a suitable piece of land of about three miles being laid out for the purpose of training mounted officers. This idea originated with General Forestier Walker, commanding the 27th Division, who held a very good meeting under this disguised title. This was followed by General Briggs sanctioning the 16th Corps troops meeting, and the Surrey and Derbyshire Yeomanry together with the rest of the Corps troops took part. There was only one race and something between 50 and 60 starters so that the crowd at the first fence

can only be likened to the present day charge at the first obstacle in the Grand National. Major Borwick did best of the Surreys in the race for a long time until unfortunately his mare refused at the last fence, otherwise he would have been in the first three. The race was won by Capt. Jennings-Bramley, A.D.C. to Gen. Kelly (C.R.A 16th Corps), Lieut. Leslie Melville, General Briggs' A.D.C., being second, and Capt. G. R. Jackson, Derbyshire Yeomanry, third. Lieut.-Col. T. B. Olive, M.C., Major Mirrielees and Lieuts. Parbury and Colman, all of the Surrey Yeomanry, finished in the first ten. The meeting gave a great deal of amusement to all ranks of the mounted Brigade, but was never repeated, as shortly after it had been held the operations on the Salonica front took a more active turn.

In the above description of the sports and games of the Regiment no reference has been made to boxing, but thanks to the enthusiasm of Sergt. Black, " A " Squadron, a good deal of healthy recreation was provided from time to time, culminating in Pte. Jackson, " A " Squadron, fighting his way to the finals of the middle-weights at the Salonica Army Boxing competition held at the Base, and it was a great disappointment to all the members of the Regiment when he was unfortunate enough to break his thumb in the first round of the final contest, having subsequently to retire; otherwise it was considered that he stood a very good chance of winning the championship.

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